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A History

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By

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CHAPTER XXII.

FIRST CONSTITUTIONAL PERIOD, 1784-92.

Administration of the Committee of Safety, 1776-84—Meshech Weare, First President—Members of the Committee of Safety—Second Constitutional Convention, 1778—New Constitution Rejected, 1779—Third Constitutional Convention, 1781—Adoption of the Present Constitution, 1783—Evolution of Political Ideas—The Presidency Established—The First President and the First Legislature—The First Political Parties—Vote for President at Each Election—The Money Question—Establishment of the Judiciary—Sketch of President John Langdon—Sketch of President John Sullivan—Slavery in New Hampshire—The Masonian Controversy—The Rebellion at Exeter, 1786—Members of Congress Prior to the Adoption of the Federal Constitution—The Federal Constitution Adopted in 1787—New Hampshire Casts the Deciding Vote—The First Presidential Election, 1788—President Washington's Visit, 1788—Middlesex Canal and Other Public Improvements—Administration of Josiah Bartlett, the Last President, 1790—Census of 1790—French Revolution—Incorporation of New Towns—Littleton, 1784—Sutton, 1784—Ossipee, 1785—Sullivan, 1787—Bradford, 1787—Langdon, 1787—Bridgewater, 1788—Orange, 1790—Bartlett, 1790—Sharon, 1791—Goshen, 1791—Greenfield, 1791.

Under the temporary constitution of New Hampshire, which was in force from January 5, 1776, to June 2, 1784, the Committee of Safety was an important and necessary factor of the State government.

The constitution for this period made no provision for a Governor or other executive officer.

To the Council and House of Representatives acting in concurrence or in joint assembly, were delegated both legislative and executive powers. By adjournment, several sessions were holden each year, and to continue a government without interruption, a Committee of Safety was chosen from the House and the Council to administer the government whenever the Legislature was not in session. For the first three years, a new committee was generally chosen for each recess of the Legislature.

Later, the committees were instructed to serve until a new committee was chosen, and beginning with 1780, the term of service was the legislative year. Three Committees of Safety were chosen by the conventions, or provincial congresses, prior to January 5, 1776, and 18 were chosen under the temporary constitution.

New Hampshire was the first of five colonies which authorized by vote of the people its legislative body to frame a constitution which went

into effect without submission to popular vote for adoption. The other four were Delaware, the same year, and Georgia, New York and Vermont the following year. In eight of the colonies, the legislative body enacted a constitution the same as it would an ordinary law without any advance authority from the people or any ratification by the people. These were the Carolinas, Georgia, Virginia and New Jersey, which adopted new constitutions, and Massachusetts, Rhode Island and Connecticut, which continued their royal charters.

In four of the colonies constitutions were framed by the Legislature under express authority of the people and copies of the document were circulated among the people before it went into effect. These were Maryland, Pennsylvania and the Carolinas. In Massachusetts the Legislature, without any authority, drew up a constitution and submitted it to popular approval and it was rejected.

Committee of Safety Régime—This New Hampshire Constitution, adopted as a temporary measure, went into effect without being submitted to the people and remained in force for eight years. Meanwhile the name was changed from the *Colony* to the *State* of New Hampshire.

The fact that civil government was maintained so long under a Constitution so weak and imperfect, and during the Revolutionary War, proves that the people, though having rebelled against the existing government, were naturally law-abiding. With such a man as Meshech Weare as president of the Council, chairman of the Committee of Safety, and chief justice, trusted by all, any constitution would have worked.

In constant communication, as he necessarily was, with the Continental Congress, and with General Washington as commander-in-chief of the patriot forces, he came to be held in high regard, and as a man of sound judgment and wise discretion, whose advice, upon all important questions of policy, both civil and military, might well be sought and given careful consideration, and whose aid and coöperation in all measures designed to promote the common weal might safely be depended upon. Especial reliance upon his counsel and assistance was placed by the commander-in-chief, and the correspondence between the two was not only extensive, but of the most intimate and confidential nature.

The two men whose names stand out most prominently in the civil history of the State during this early period, as do those of John Stark and John Sullivan in its military history, are those of Meshech Weare and of John Langdon who succeeded him as president in 1785, when, worn out in the public service, he retired, and, soon after passed to the rewards of the higher life.

A bronze statue of General Stark, erected by the State, stands in the State House Park in Concord, where one of Sullivan will, doubtless, ere long, also be placed. The portrait of Langdon with those of other early Governors, hangs on the wall in one of the corridors. No portrait of

Meshech Weare is there to be found, nor is there any in existence, so far as is known. Upon a sightly eminence, in the town of Hampton Falls, near where he was born and where his ashes repose, the State has erected a marble monument to his memory.

His tempered and impartial administration did much to allay the suspicions of the people, to prepare them, later, to adopt an independent executive branch of government and to finally endow the incumbent thereof with larger powers.

Committee of Safety Personnel—Names and residences of persons who were members of the Committee of Safety:

Samuel Ashley, Winchester
George Atkinson, Portsmouth
Otis Baker, Dover
Benjamin Barker, Stratham
Josiah Bartlett, Kingston
Thomas Bartlett, Nottingham
Jonathan Blanchard, Dunstable
John Calfe, Hampstead
Wyseman Claggett, Litchfield
Samuel Cutts, Portsmouth
Levi Dearborn, North Hampton
Richard Downing, Newington
John Dudley, Raymond
Stephen Evans, Dover
Nathaniel Folsom, Exeter
George Gains, Portsmouth
John Giddinge, Exeter
Benjamin Giles, Newport
David Gilman, Pembroke
John Taylor Gilman, Exeter
Joseph Gilman, Exeter
Nicholas Gilman, Exeter
Samuel Gilman, Newmarket
Samuel Hobart, Hollis and Exeter
Pierse Long, Portsmouth
Jonathan Lovewell, Dunstable
John McClary, Epsom
Hercules Mooney, Lee
Israel Morey, Orford
Josiah Moulton, Hampton
Thomas Odiorne, Exeter
Matthew Patten, Bedford
Samuel Patten, Bedford
Nathaniel Peabody, Atkinson
Samuel Philbrick, Kingston
John Pickering, Portsmouth
Ebenezer Potter, Kensington
Nathaniel Sartel Prentice, Alstead
Ephraim Robinson, Exeter
John Smith, Durham
Ebenezer Thompson, Durham
Matthew Thornton, Londonderry
Christopher Toppan, Hampton
Timothy Walker, Jr., Concord
Meshech Weare, Hampton Falls
John Webster, Chester
Samuel Webster, Temple
John Wentworth, Somersworth
John Wentworth, Jr., Dover
William Whipple, Portsmouth
Phillips White, South Hampton
Robert Wilson, Chester

First Constitution Extended—In time, however, changes became necessary. A second Constitutional Convention met in Concord in June, 1778, and a third in 1781. The second constitution was rejected by the people, but that submitted by the third convention in its last draft (the early drafts were called too conservative), was approved in 1783 and went into effect in 1784.

This period of repose under our very modest plan of administration enabled us to escape experimentation with the many utopian and fantastic ideas of government advanced during that epoch in which constitution making was receiving such universal attention. But the plan of 1776, by its terms, was to endure only "during the present unhappy and unnatural contest with Great Britain," and, accordingly, would have expired in 1783. In anticipation of this limitation, however, the consideration of a more comprehensive form of government intermittently engaged the attention of our people for 14 years from 1778 to 1792. In

order to give adequate time to complete the consideration of a new constitution, the old plan was revived and continued by the people for a year beyond its prescribed limitation.

Second Constitutional Convention, 1778*—Preparation for the second Constitutional Convention began late in 1777. By this time a stable government had been established under the constitution of 1776. There was no great need of a new constitution, military operations did not threaten the political safety of the State, nor was the Tory element powerful or aggressive. It is true that in the western part of the State there had been a strong opposition to the first constitution and it had been necessary for the Provincial Congress to send a committee to assure that section that the form of government that had been adopted was purely temporary.

Delegates from a group of these towns held a meeting at Hanover in June, 1777, and passed resolutions that any permanent constitution should be drafted by a convention held for that special purpose. This meeting laid down a course of procedure in constitution-making which has always been followed in this State.

On December 27, 1777, the House of Representatives voted that the question of a constitutional convention be put up to the several towns and, if they saw fit, they should instruct their Representatives at the next session to call such a convention. This vote, however, was not received or acted upon by the Council or Upper House of the General Assembly. However, a number of Representatives elected to the Legislature of 1778 were instructed favorably to the proposed constitutional convention.

On February 20, 1778, the House of Representatives voted to go into committee of the whole in union with the honorable Council for the purpose of considering the confederation of States formed by the Continental Congress and the plan for calling a constitutional convention. Five days later the joint session of the two Houses of the Legislature met under the presidency of Meshech Weare and voted to call a convention to meet on the second Wednesday of June, 1778, at Concord, for the sole purpose of forming and laying a permanent plan or system for the future government of the State. Every town or place sending a delegate to the convention paid his salary and expenses. It was voted that before any constitution should go into effect, it should be ratified by a three-fourths vote of the people.

At another meeting of the two Houses in joint convention, held on the afternoon of the same day (Wednesday, February 25, 1778), the directions which had been previously voted for calling the convention as "recommendations" were made "directory" or obligatory on the towns, and precepts were issued to each town, parish and district, if they should see fit, to send delegates to the convention and it was provided that towns

*From Hobart Pillsbury's "Manual of the Constitution," 1921.

MAJOR-GENERAL JOHN SULLIVAN

might join together in sending a delegate. The action of the joint convention was approved by the Council on March 4.

In accordance with this legislative action, the second constitutional convention of New Hampshire assembled at Concord the second Wednesday of June in 1778. Seventy-four delegates were present, representing about 90 towns.

Convention Meets, June, 1778—The convention organized with Meshech Weare as president and Ebenezer Thompson as secretary and adopted a set of rules for the government of the delegates. This was the first instance in the United States when a convention separate from the regular legislative body had met to frame a constitution and submit it to popular vote. Massachusetts did the same thing two years later, in 1780, and New Hampshire did it again in 1781-83.

After organization, the convention voted to proceed to frame a plan of government with a Bill of Rights in it. After a long debate it voted that there should be a bi-cameral Legislature, the upper branch to be known as the Council, and the lower branch as the Assembly. Each town of 100 families or more should be entitled to a Representative in the Assembly and larger towns were to have one member for each 100 families. Smaller towns were to be districted together until each district of towns in combination had 100 families. This matter of town representation was disputed considerably by the delegates and has been in every constitutional convention from that time to this. The convention voted that the salary of every member of the Assembly should be paid by the town or district which sent him. The Council was to consist of 12 members to be elected by counties on a basis of population, each county presumably to have the same number of councillors as at the time of the convention.

Every person who paid taxes was to be a legal voter, but no one could be elected to the Legislature unless he enjoyed an estate of at least 200 pounds and one-half of this must be in real estate. No one could be elected to the Assembly unless he had resided in his constituency at least one year prior to his election. Only Protestants were to be eligible to election to the Legislature or appointment to any executive or judicial office. Eleetions were to be held annually. Those towns that used to send a member or members to the Legislature under the British government were voted the right to retain the privilege.

The matter of executive authority was argued at great length. Some thought that one man should be the executive and that he have a privy council to advise him, some that the authority be lodged in one man without any council, and the greater number that it would be safer in the hands of the Legislature itself. Having passed these votes of a general nature, a committee was elected to draw up a constitution, the members of the committee being: President Weare, Matthew Thornton, Timothy

Walker, John Langdon, and Nathaniel Peabody, of Rockingham County; Secretary Thompson and Samuel Livermore, of Strafford County; Colonel Moses Nichols and Stephen Farrier, of Hillsborough County; Samuel Ashley and Benjamin Giles, of Cheshire County; and Nathaniel Hovey, of Grafton County.

The convention then adjourned until October 13 and it was not until June 5, 1779, that the constitution was completed. On that day a committee, consisting of Colonel Thornton and Colonel Bartlett, was elected to have the constitution printed and send copies to all the towns and publish it in the newspapers. A referendum was then polled on the question of accepting or rejecting the constitution as submitted by the convention. On the third Tuesday of September the convention reassembled at Concord and canvassed the vote and found that the constitution had been rejected.

Third Constitutional Convention, 1781—The movement for a third constitutional convention began on March 28, 1781, when the House of Representatives voted that a convention be held at Concord on the first Tuesday of June of that year and a committee was elected, consisting of Representatives Batchelder, Foster and Mooney and Councillors Clagett and Gilman to draw up a form of precept to be sent to the towns and places for calling the convention. On April 5 the House by a vote of 31 to 15 passed an act calling a third constitutional convention.

In answer to this call, the third convention convened either on the first or second Tuesday in June, 1781, at Concord, and organized with George Atkinson, of Portsmouth, as president, and Jonathan M. Sewall, of the same city, as secretary. Later the office of secretary was temporarily filled by Gen. John Sullivan, in 1782, and that of president by Nathaniel Folsom, temporarily, in 1783. More than half of the towns neglected to send delegates, and in 1782 the convention addressed the people on the importance of having a full and free representation. Fifty-four delegates attended, 11 towns voted not to send any delegates and 19 other towns, including the Connecticut River towns, which were not satisfied with New Hampshire affairs during that period, failed to send any delegates and stated reasons for not sending any.

After the convention had been in session a few days a committee was appointed under the chairmanship of Gen. Nathaniel Peabody, of Atkinson, to draw up a constitution and then the convention adjourned until September 14. Upon reconvening on that day a constitution was submitted which was modelled after the constitution that Massachusetts had adopted the previous year. Much of the document was word for word after that of Massachusetts. The Massachusetts constitution was prepared by John Adams, later president of the United States. The first part of this draft of the New Hampshire Constitution as proposed in 1781 consisted of a Bill of Rights of 38 articles. The early patriots had suf-

fered so much from Great Britain's denial of rights which are natural and inherent that they thought it wise to set them down in writing in this document in order to guard them in the future. They founded their government in the consent of the people to be governed; but the people must surrender some of their rights in order to protect the rights of others. Some of the articles in this Bill of Rights were practically copies of articles in the Great Charter granted by King John of England, in 1215. Among these were articles guaranteeing freedom from imprisonment to every citizen except by judgment of his peers or by law and the agreement not to sell or deny justice or right to any citizen.

There was a difference between the Massachusetts constitution and this first draft of New Hampshire in the article which provided for the maintenance of the Protestant religion. In Massachusetts the Legislature was given the power to require the towns to maintain the Protestant clergy and to force the people to attend their instruction; but in New Hampshire it was provided that no one should be forced to contribute to the support of any religious teacher unless he belonged to that sect and all denominations were given an equal footing. This difference may have been due to the fact that the Puritanic spirit had a stronger hold on Massachusetts than it did on New Hampshire.

The underlying principle on which the plan of government was constructed was that there should be three departments, legislative, executive and judicial and each was to be independent of the others. Massachusetts provided for a Lieutenant-Governor and gave the Legislature power to levy duties and excises, but these details were not copied in this State. The Legislature was to consist of a Senate of 12 members and a House of Representatives. They were to assemble on the first Wednesday of June in each year and each house was to have a negative on the other. The first draft fixed the number of Representatives at 50, to be elected by conventions held in each county, and the conventions were to be composed of delegates elected by towns on the basis of one delegate for every 50 poll tax payers.

The executive power was lodged in the Governor, who was to have a veto power. Judges were to serve during good behavior, but could be removed by the Governor and Council upon address by the Legislature. In order to vote a man must have an estate of 100 pounds, in order to be Governor he must have 1,000 pounds; Senator, 400 pounds; and Representative, 200 pounds. Only Protestants could hold these offices. Members of Congress were to be elected by the Legislature.

Adoption by the People—The convention provided that a two-thirds vote of the people should be necessary for the acceptance of this constitution, and in accordance with a resolution of the convention President Atkinson and Secretary Sewall notified the towns to send in returns of the vote for and against each article, together with any amendments

which they might propose and an account of any objections that might be brought up. Some of the towns elected committees to draft their reasons for rejecting the document and a member of the committee was appointed to present the reasons to the convention. The convention reconvened on the fourth Wednesday of January, 1782, canvassed the vote and found that the proposed constitution had been rejected. Adjournment was then made until August 21, to allow time for drawing up a new form of constitution.

This second draft differed from the first in several particulars. The make-up of the House of Representatives was changed so that towns were entitled to a Representative whenever they had 150 ratable polls and an additional Representative for each additional 300 polls. Towns with less than 150 were to be classed. This made the size of the House variable instead of fixed at 50 and increasing as the population increased. It was provided that no man should be Governor more than three years in any seven years, in order to prevent undue influence by one man and to stimulate others to qualify themselves for the high office. The property qualification for voting was left out in this second draft and the property qualification for holding office was reduced one-half.

Eight hundred copies of this proposed constitution were printed and distributed and the towns were again requested to state any reasons they might have for rejecting the document. The convention adjourned to allow a referendum to be taken and reconvened on the last Tuesday of December, 1782, and canvassed the vote and found that the constitution had been again rejected. It then adjourned until the first Tuesday of June, 1783, to allow time for a new form of constitution to be drawn up.

The third draft differed from the other two in a few details The title of the chief executive was changed from Governor to President and the veto power which had been conferred upon him in the first two drafts was withheld in this one. It was provided that the president should also be a Senator and the presiding officer of the Senate. Appointments to office were to be made by the President and Council, instead of by the President with the advice of the Council. The Council was to consist of two Senators and three Representatives, all to be elected by the Legislature sitting in joint convention.

This third draft was submitted to popular vote in the same manner in which the other two had been. On October 31, 1783, the convention reconvened and canvassed the vote and found that the constitution had been adopted. It had taken two years, four months and 26 days for the convention to secure the adoption of a new constitution. As finally accepted, the constitution was very much like that of Massachusetts. The main points of differences were these: The Executive Council was smaller and chosen in a different manner; the basis of representation in the Lower House of the Legislature was one member to each 150 polls

for the first member in each town, but additional 300 polls for an additional member was required in New Hampshire and only 225 in Massachusetts; the declaration of religious belief and the property qualification of Massachusetts were not copied in New Hampshire and the New Hampshire document was more simple and direct in its mode of expression.

This constitution has been the fundamental law of New Hampshire ever since its adoption, although it has been amended on several occasions. It is the second constitution of the State and succeeded the first one, which was adopted in 1776. The date which the second constitution bore was 1784, and this is regarded as the date of the organization of the present government of New Hampshire.

Evolution of Political Ideas—As a background for an understanding of the development, through its several stages, of this New Hampshire form of government, we need to have in mind three facts:

(1) The prevalent hatred and distrust of kingly power which marked the Revolutionary period, and the consequent disinclination of the people to delegate any executive powers to individual rulers.

(2) The fact that the New Hampshire Constitution of 1776 was the first one to be adopted by any of the American colonies, and was written while the animosity toward George the Third was at its height, while the final constitution as perfected 16 years later (1792) was one of the last, and was formulated after the antipathies for the mother government had largely subsided.

(3) The fact that during this period, from 1776 to 1792, the philosophy of government was more studied and more scientifically applied than in any other period of the world's history, before or since; so that in the final draft of their fundamental law our forefathers not only worked in a less prejudicial atmosphere but had the advantage of the accumulated wisdom of all of the many able American constitutionists and publicists whom that epoch of written constitutions had produced.

Under the very simple plan of government of January, 1776, the State had no executive head. The upper branch of the dual ruling body consisted of 12 freeholders—chosen in the first instance by the House of Representatives—and later by the voters of the several counties. This branch was denominated the Council. It was authorized to elect its own president, in whose absence the senior councilor presided.

As the two assemblies were endowed not only with the legislative functions of government, but with such limited executive functions as the people were then willing to delegate, the President of the Council was the most important single figure in the State government. As these bodies could not remain constantly in session, it was a logical consequence that this officer should also be made, as he was, the chairman of the Public Safety Committee, which held the reins of government during the recess of the

House and Council. These allied offices came as near to the embodiment of kingly power as the sensitive spirits of the colonists were then willing to sanction.

The Presidency Established—At the first session of a convention of delegates from the towns held in 1778, the majority, after arguments which lasted two days, were of the opinion that it would be safer to leave the executive power, as it had been, in the hands of the legislative branch, than to have any chief magistrate. In the two rejected drafts of a proposed constitution submitted by the Convention of 1781 it was, however, proposed to invest the supreme executive power in a "Governor." In the first report of this convention to the people (1781) it was said of the proposed chief magistrate of the State:

"The convention . . . . have thought it best to lodge the executive power in one whom they have styled 'the Governor.' They have, indeed, arrayed him with honors, they have armed him with power, and set him on high. But still he is only the right hand of *your* power, and the mirror of *your* majesty."

But the people would have none of it. This provision was wholly rejected.

The continued popular distrust of an executive was further evidenced by a provision in the second rejected draft submitted to the people in 1782, in which it was said: "To prevent an undue influence in this State, which the first Magistrate thereof may acquire by long possession of the important powers and trusts of that office, as also to stimulate others to qualify themselves for the service of the public in the highest stations, no man shall be eligible as Governor of this State more than three years in any seven."

If such a stimulant was *then* necessary, as Prof. Colby suggests in his admirable treatise on the constitution, it has not been evidenced in the present generation by any scarcity of candidates. However, even with this limitation, the proposal for a Governor was for the second time rejected by the people.

Under the Constitution of 1784, which has sometimes been called our "first permanent constitution," which was adopted in 1783 and went into effect on June 2, 1784 (after a constitutional convention which lasted two years, held not less than seven sessions and submitted to the people two unacceptable drafts), the executive power of the State in a limited form, was invested in a President of the State of New Hampshire. He was, however, given no veto power. The President of the State was to preside over the Senate and was given the same right to vote therein as a Senator.

Thus, while for eight and one-half years, from 1776 to 1784, the President of the upper legislative branch had been the acting executive head, for the succeeding period of eight years, from 1784 to 1792, we had the

anomalous situation of the Chief Executive of the State presiding over the Senate. Under the so-called permanent constitution, whenever there was a vacancy in the Presidency of the State, it was provided that the senior Senator, for the time being, should exercise such restricted powers as the Chief Executive had been given under that constitution.

First Political Parties—The first President or Governor of New Hampshire under the present constitution was Meshech Weare, who had been executive head of the Committee of Safety during the war. The first Legislature consisted of 12 Senators and 91 Representatives. There had been 17 royal Governors prior to the Revolution and two Presidents of the State during the Revolution, Matthew Thornton, for whom Thornton's Ferry is named, and Meshech Weare. The four succeeding Governors were: John Langdon, the wealthy shipbuilder; Gen. John Sullivan, of Washington's army; Dr. Josiah Bartlett, of Kingston, founder of the New Hampshire Medical Society, and John Taylor Gilman, of Exeter.

The first political parties were the Federalists, who ran General Sullivan or Mr. Gilman for Governor practically every year from the beginning until the close of the War of 1812, and the Anti-Federalists, or the Republican party, whose candidate was either Langdon or Bartlett most of the time. Gilman was Governor 14 terms, Langdon eight terms at four different periods. The Republican party, which changed its name to the Democratic party at the time of Andrew Jackson, was supreme in New Hampshire until about five years before the outbreak of the Civil War.

Vote for State President—The vote for "President" at each election from the time of the establishment of that office until its title was changed to "Governor" was as follows:

1784.

Meshech Weare was probably unanimously elected, as no vote is recorded.

1785.

Party distinctions did not probably exist at this time. Subsequently the terms *Federalist* and *Republican* designated party divisions, and the leading candidates voted for are classed by their party affiliations.

Whole vote	7,079
Requisite for choice	3,540
Scattering	330
Josiah Bartlett	720
John Sullivan	777
John Langdon,* *R.*	2,497
George Atkinson, *F.*	2,755

1786.

Whole vote	8,567
Requisite for choice	4,284
Scattering	658
John Langdon, *R.*	3,600
John Sullivan, *F.*	4,309

1787.

Whole vote	9,907
Requisite for choice	4,954
Samuel Livermore	603
Josiah Bartlett	628
John Langdon, *R.*	4,034
John Sullivan,* *F.*	4,642

1788.

Whole vote	8,840
Requisite for choice	4,419
Scattering	1,053
John Sullivan, *F.*	3,366
John Langdon, *R.*	4,421

1789.

Whole vote	8,534
Requisite for choice	4,267
Scattering	332
Joshua Wentworth	89
Josiah Bartlett	968
John Pickering, *R.*	3,488
John Sullivan,* *F.*	3,657

*Elected by the Senate.

1790.		1791.	
Whole vote	7,762	Whole vote	8,679
Scattering	528	Scattering	288
Josiah Bartlett,* *R.*	1,676	Josiah Bartlett, *R.*	8,391
Joshua Wentworth, *R.*	2,369		
John Pickering, *F.*	3,189		

*Elected by the Senate.

First Constitutional Period—(From "Laws of New Hampshire," 1916.) During this first constitutional period, from June, 1784, till June, 1792, when various important amendments went into effect (though no new constitution was adopted, as is sometimes supposed) the Legislature devoted itself mainly to the framing of laws designed to promote the material welfare of the people of the State, as was the case with the Legislatures of other States. The independence of the colonies having been established, and each acknowledged as a free and sovereign State, each, through its Legislature, devoted itself, primarily, to the promotion of its own interests and those of its people; yet it was by no means always an easy matter to determine just what was best for the people themselves.

The "money question," as has often been the case in later years, was one of the most disturbing elements in the situation. The long war had left the people impoverished, burdened with debt, and, everywhere, suffering grievously in consequence.

Then, as in subsequent periods of "hard times" and financial stress, there was a loud cry for more money. It was demanded that the Legislature provide for the emission of paper bills of credit, to be made a legal tender for all debts, private as well as public. The agitation was constant and exciting; the demands of creditors clamorous and pressing, and the calm judgment of men in many cases overcome by their own needs and the dire necessity of many about them.

The Legislature went as far as it consistently could in devising measures of temporary relief; but felt itself unable to satisfy popular clamor with due regard for the oaths of members and the ultimate good of the State. The demands continued to increase in volume, however, as times became harder and burdens more intolerable, till, finally, open revolt, and overt acts of intimidation were resorted to, and, in September, 1786, an armed mob gathered at Exeter, surrounded the church in which the Legislature was holding its sessions, and demanded compliance with its wishes. Threatened violence, however, failed to produce the desired effect. The Legislature was not overawed, and though the clamorous mob remained in the vicinity it scattered in flight the next day upon the appearance of the militia, which had promptly responded to the summons of the President of the Council. Though they might have been severely punished, the captured ringleaders were leniently dealt with; and, startled doubtless by the outcome of their clamor, the discontented ele-

ment largely ceased their outcries against the government, so that peace and good order generally prevailed.

Finally the Legislature passed an act providing for an issue of paper bills of credit, as desired, on condition that the same be approved by direct vote of a majority of the people. This was the first important instance, in the history of the State, of resort to the referendum, so widely clamored for in these later days, and the result was that the sober sense of the majority pronounced against the proposition and the scheme died then and there, and was never revived in New Hampshire. In the House of Representatives, January 4, 1787, the question being submitted—"Can the Legislature, consistently with the Constitution and their oaths, pass an act making paper bills of credit a tender to discharge private contracts made prior to the passing such act?"—the House voted unanimously in the negative, and at the same time it was voted not to emit paper money upon any plan.

Up to this period there was, of course, no well developed judiciary system in existence in the State, and no established course of probate procedure. People had frequent recourse to the Legislature for the protection of their rights and redress of grievances, and the records show that the attention of that body was occupied to no small extent in the enactment of special measures of private concern, designed to preserve, protect, maintain or restore the personal or property rights of individuals.

The Four Presidents—The first President of the State was Meshech Weare, whose career has already been outlined in the chapter on the Revolutionary War. His successor was John Langdon, who did not receive the most votes in the election of 1785, but he was chosen by the Republican Senate in preference to George Atkinson, Federalist candidate, who had a plurality of 258 votes at the popular election.

Langdon's successor was General Sullivan, Federalist candidate, who defeated President Langdon for reëlection in 1786 by a plurality of 709 votes. In 1787, President Sullivan was reëlected over Langdon, although the vote was so close that nobody had a majority and the choice was decided by the Senate.

In 1788 President Sullivan, running for a third term, was defeated by Langdon. The latter had a majority of two votes over the necessary number.

In 1789, President Langdon having become Senator, the Republicans nominated John Pickering in his stead, and General Sullivan was elected President, the Senate again deciding the issue on account of the closeness of the vote.

In 1790, Dr. Josiah Bartlett, Republican candidate, was elected by the Senate, although he ran third in the popular vote. He was the last President of the State and a sketch of his career appears in the previous chapter in connection with the article on New Hampshire Signers of the

Declaration of Independence. Sketches of Presidents Langdon and Sullivan are given at this point.

John Langdon, Second President—John Langdon was a native of Portsmouth, born June 25, 1741, and was educated in the grammar school there, under the instruction of Maj. Samuel Hale. After leaving school he entered the store of Daniel Rindge, a leading merchant, as an apprentice. After serving his term there he went to sea, serving as supercargo for a time, and afterwards as master and owner of a vessel, continuing in this line with much success till the opening of hostilities between the colonies and the mother country, when he devoted his time, energies, and means to the cause of the former.

He was engaged with John Sullivan as a leader in the daring enterprise of the assault upon Fort William and Mary at New Castle, in December, 1774—the first overt act of rebellion against the British government—which resulted in the capture of cannon and gunpowder, of which some of the latter was supplied to the patriot forces who fought at Bunker Hill. He was a delegate to the General Congress in 1775 and 1776, and a Representative in the State Legislature from Portsmouth, and Speaker from 1776 till 1782. He was also, for a time, an agent for the Continental Navy, and several vessels of war were built under his direction at Portsmouth, including the "Raleigh," "Ranger," "America" and "Portsmouth."

Meanwhile, he was actively interested in military affairs, and was the commander of an independent company of cadets. When the call came for help in resisting Burgoyne's invasion, he was prompt to respond, and from means which he personally supplied, Stark's expedition, which resulted in the battle and victory of Bennington, was mainly fitted out. He also served in command of a volunteer company under General Gates at Saratoga, and was with Sullivan for a time in the Rhode Island campaign.

In 1783, Colonel Langdon was a delegate in the Continental Congress; in 1784 and 1785 a member of the State Senate, and in June of the latter year entered upon his first term as President of the State, serving one year, and again, one year, from June, 1788. Meanwhile, he also served as a delegate from New Hampshire in the convention at Philadelphia which framed the Constitution of the United States, and as a member of the State Convention by which it was ratified.

Elected to the Legislature again from Portsmouth, he was Speaker of the House at the time when the canvass of votes showed his second election as President. In November following he was chosen a Senator from New Hampshire in the Congress of the United States, was the first president *pro tem* of the Senate, and in that capacity, after the canvass of the vote was made, had the honor of declaring Gen. George Washington

JOHN LANGDON
From Painting by Edward Savage

elected President of the United States, and personally notified him of his election.

He served 12 years in the Senate, and upon the completion of his last term, in 1801, returned to the State Legislature, serving from 1801 to 1805, inclusive, the last two years as Speaker of the House. Again, from 1805 to 1808, inclusive, and from 1810 to 1812, he was Governor of the State. He died, September 18, 1819.

No man of his own or any later time, in the State of New Hampshire, enjoyed greater measure of civic honor or bore the same more worthily, than John Langdon. The erection of some appropriate and enduring monument to his memory is a duty of the State far too long neglected.

John Sullivan, Third President—Gen. John Sullivan, who succeeded John Langdon as President of the State in 1786, serving two years, and again, for a year, in 1789, although eminent in civil affairs, was more distinguished in military service. While his birthplace has been given by some historians as Berwick, Maine, John Scales, of Dover, a well-known historical student and writer, who has given the matter careful study and thorough investigation, states that General Sullivan was born February 18, 1740, in the parish of Somersworth, then a part of the town of Dover. When Somersworth was divided in 1849, the locality was included in that portion which became the town of Rollinsford, and is in the region of the present Rollinsford Junction.

His father, John Sullivan, sometimes called "Owen," was a noted schoolmaster, and from him his early education must have been mainly derived. He studied law and settled in practice in the town of Durham, which remained his home till death. He took an active interest in military affairs, and had attained the rank of major in the provincial militia as early as 1772. He was an earnest opponent of British tyranny, and among the first to advocate resistance to the same.

He was a delegate in the Continental Congress in 1774, and led the demonstration against Fort William and Mary in December of that year. Again a delegate to Congress, in 1775, he was appointed by that body a brigadier-general in the Continental Army, June 22, and was in command of the troops stationed on Winter Hill, during the siege of Boston. The following year he was made major-general and was in the service on Long Island, where he was taken prisoner; but on being exchanged, joined the army in Canada, where he was in command for a time after the death of General Thomas; but was soon transferred to the main army under Washington, and rendered distinguished service at Brandywine and Germantown.

In 1778 he was in command in Rhode Island, coöperating with the French fleet, and in the following year was selected by Washington to lead the daring and successful expedition against the hostile Indians of the Six Nations in western New York, utterly routing them, and destroy-

ing their power for harm. This campaign was regarded as one of the most brilliant and effective in the entire Revolutionary contest, as these Indians, impelled by agents of the British government, had been a source of constant annoyance to the colonists.

In November, 1779, he resigned from the army, and was a delegate in Congress the following year, meanwhile serving as the agent of the State in the settlement of the Vermont boundary. He was a delegate again in 1781, and on June 21, 1782, was made Attorney-General of the State, and served till 1786; also as major-general of the militia for the last two years. He was a member and Speaker of the House of Representatives in 1785, and again in 1788, in which latter year he was also a member and President of the State convention which ratified the Constitution of the United States. In 1789 he was a presidential elector.

In September of that year, while yet President of the State, he was appointed Judge of the United States District Court for New Hampshire, which office he held till his death, January 23, 1795.

General Sullivan was an able lawyer and a brilliant advocate, and a military commander of courage and sagacity in whose judgment and valor Washington placed great reliance. His memory is well worthy the memorial statue whose erection in the State House park has been ably advocated in the past.

Slavery in New Hampshire—(By E. A. Leighton, of Somersworth.) One of the first acts of the New Hampshire government was to consider the liberation of the slaves. There were 657 slaves in the census of 1775 and, although slavery was always frowned upon, there were slaves held in this State as late as 1840, when the census was taken.

A large proportion of all the slaves in New Hampshire were held in Portsmouth. In 1767, the record shows that there were 187 in Portsmouth, 124 males and 63 females. While they were held as legal property, their masters were generally kind to them, and they were permitted, not only to enjoy their own social meetings, but were aided in sustaining a mock government of their own. There were negroes of distinction, and a spirit of caste was in evidence.

One Cyrus Bruce maintained an exalted position among the colored population, he being a waiter for Governor Langdon. There could scarcely be found in Portsmouth one who dressed more elegantly, or presented a more gentlemanly appearance, with his silk stockings and silver-buckled shoes, and other showy articles of wearing apparel.

Another colored man by the name of Prime Fowle (a slave of Robert Fowle, who published and printed the first paper in New Hampshire), was the pressman in the newspaper office.

At funerals it was the custom for the negroes of the family to walk in the procession at the left hand of each white survivor. At the funeral of

Mrs. Fowle (his mistress), Prime should have taken his place at the left hand of his master, but he preferred to go on the right.

His master whispered: "Go to the other side," but Prime did not move. His master touched him, and whispered again: "Go to the other side." This was too much for the peppery old negro, who blurted out, as loud as he could: "Go tudder side yoself, ye mean Jade."

Masonian Controversy—One more important matter affecting the Masonian grant was still to be met, considered, and settled. In 1785 the towns of Lempster and Marlow, whose east bounds were affected, protested against the location of the westerly bound of the patent. Other towns followed, and the matter was brought to the attention of the Legislature. It proved to be simply another appearance of the old Allen ghost.

The original grant of New Hampshire to Capt. John Mason, in 1629, gave him the lands contained within a line following up the Merrimack, and then westward to a point 60 miles from the sea, a line up the Piscataqua, and then northwestward to a point 60 miles from the sea, and a line crossing over to connect the two terminals. This connecting line was always generally understood to be a curved line everywhere distant 60 miles from the sea, and was so laid out by the proprietors soon after their purchase from Mason. It had never before been questioned. The protesting towns insisted that the line should be drawn straight from one 60-mile terminus to the other, and based their remonstrance on the statement that their land titles were clouded by the doubt as to the exact location of the line, and that thereby their settlements were hindered and their progress greatly retarded. The Allen heirs then appeared, with Gen. John Sullivan as their attorney, and petitioned the Legislature to survey the headline of the Masonian patent.

The proprietors did not care to contest the point. Their lands were nearly all granted and settled, and their business was practically finished. They met a committtee of the Legislature, agreed on terms, and on June 18, 1788, they took a deed from the State of all claim to the territory between the straight line and the curved line for a consideration of $40,000 in public securities of the State and $800 in silver or gold. On January 28, 1790, the Allen claimants released all their interests to the proprietors in exchange for £5 lawful money and 8,500 acres of waste and scattered lands, and the Allen ghost was laid forever.

The proprietors continued to hold meetings with regularity until December, 1807, devoting their attention to the disposal of small tracts of land overlooked in the original surveys, or forfeited by non-compliance with the conditions of settlement. Their records show no further meetings until 1846, when a meeting was called by a justice of the peace, acting on a petition of W. H. Y. Hackett, J. W. Peirce, and Alexander Ladd, all of Portsmouth, claiming to be members of the syndicate. The pro-

prietors met on the 5th of September, when officers were chosen, and they adjourned until the 15th, when by-laws were adopted and provision made for the continuance of the life of the organization. But here the records end.

The great body of documents, plans, records, and miscellaneous papers which accumulated to the proprietors in their long and busy existence fell into the hands of Joshua W. Peirce, who was chosen clerk at the first meeting of 1846. In the possession of Peirce and his descendants these records gradually lapsed into oblivion. Nearly 50 years later, or in 1891, through the sagacity and persistent diplomacy of Ezra S. Stearns, then Secretary of State, they were presented to the State of New Hampshire by Robert Cutts Peirce, a descendant of the last clerk of the proprietors. The great value and importance of these papers, not only in the history of the State, but in their relation to the land titles of a vast number of homes and farms of New Hampshire people, was instantly recognized.

New Hampshire owes much to the Mason grant and to the Masonian proprietors. To Capt. John Mason's enthusiasm is due the first settlement of the province, and had he lived its permanence and prosperity would have been secure. To Robert Mason is due the establishment of a separate government for New Hampshire in 1680, and the adjudication of the Massachusetts claims of jurisdiction in the disputed territory north of the Merrimack. To the proprietors we owe the actual settlement of nearly 40 towns in what is now the most populous and prosperous section of the State.

The proprietors were strong men, strong in social and political achievement, in executive ability, in finance, and in character. They became possessed in fee simple of an immense tract of land, estimated in their deed as 200,000 acres, but which was in fact certainly more than 2,000,000 acres. Waiving entirely the idea of personal profit, they looked upon their estate as a trust for the benefit of the province, and they administered that trust with far-seeing wisdom, and with a determined purpose. With all their power held in abeyance they did their work with tact and diplomacy, and they achieved a success which would have been impossible to men of lower caste, or less closely identified with all those influences which controlled the opinions of the people, the courts, and the government. The Masons and the Masonian proprietors made and saved the identity of the province of New Hampshire, and their work was good; but has been forgotten, and the only monuments to their memory are the granite hills and mountains which overlooked their ancient domain. (From Otis G. Hammond's "Account of the Masonian Controversy.")

Rebellion at Exeter—In 1786 occurred Shays' Rebellion, in which Daniel Shays raised an army of 2,000 men in Massachusetts and sur-

rounded the courthouses. This rebellion was suppressed and Shays compelled to fly to New Hampshire. A similar outbreak against the government took place at Exeter, when an armed mob surrounded the Legislature and demanded certain legislation. Being thwarted in their demands, they retired for the night and encamped, threatening vengeance the following day. That night President Sullivan ordered out the nearest companies of cavalry and infantry, and in the morning a sufficient force having obeyed the order, they were led by General Cilley to attack the insurgents, who had made a stand near "King's Bridge," in Exeter, drawn up in battle array. Civil war and anarchy were about to be inaugurated. But the chivalrous daring of one man, aided by his bold companions, averted this calamity. When the hostile forces were looking defiance at each other, and ready for the bloody conflict, General Cilley, at the head of a party of horsemen, dashed into the ranks of the insurgents—and with his own hand seized their leader, and carried him in triumph into the ranks of the loyal troops.

His companions, at the same time, were as successful in securing a number of the insurgent leaders as prisoners. The others, seeing their leaders prisoners, turned and fled with the greatest precipitation and confusion.

The insurgents were mainly from the west part of the county of Rockingham—Moses French, of Hampstead, being the leader among the civilians; and a Col. Benjamin Stone; Maj. James Cochran, of Pembroke; Capt. John McKean, of Londonderry; Capt. Ela Dow; Lieut. Asa Robinson, of Pembroke; Lieutenants Brown, Clough, Weare, and McClary, and Ensign Thomas Cotton, were the officers of the militia present.

These were brought before a court martial, at Exeter, of which Major-General Cilley was president, and tried and sentenced, with the exception of Lieut. Thomas McClary, of the 8th Regiment, who was detained from attending the court, and was sentenced without trial.

Maj. James Cochran and Lieut. Asa Robinson, of the 11th Regiment; Capt. John McKean and Lieut. Thomas McClary, of the 8th Regiment; Capt. Ela Dow, Lieut. Clough, and Ensign Thomas Cotton, of the 7th Regiment, and Lieut. Weare, of the 1st Regiment of Light Horse, were sentenced to be cashiered, and incapable of holding any military office. Lieut. Brown, of the 1st Regiment of Light Horse, was sentenced to be reprimanded, and Col. Benjamin Stone was acquitted; Major Cochran and Lieut. Weare were recommended by the court to be restored to their commands.

The finding of the court martial was approved by the Legislature, except as to Lieuts. McClary and Weare. President Sullivan, by proclamation, disapproved of the sentence of Lieuts. McClary and Weare, that part of the sentence of the others, as to their future disqualification for office, reprimanded Quartermaster Brown, and released the officers from

arrest. Thus was crushed, in a most summary manner, the nucleus of a rebellion, that in Massachusetts, by a less energetic course, assumed most formidable proportions.

The Continental Congress—The State government of New Hampshire is four years older than the government of the United States. At the close of the Revolution, America had won independence, but she had not secured harmony and union. The articles of confederation were the first important step toward the formation of the Federal government. The signers of these articles from this State were Josiah Bartlett and John Wentworth, Jr. The Congressmen from New Hampshire in the Continental Congress from 1774 to 1788 were as follows:

Name of Member	Term Served.
John Sullivan	1774–75, 80–81
Nathaniel Folsom	1774–75, 77–78, 79–80
Josiah Bartlett	1775–79
John Langdon	1775–77, 86–87
William Whipple	1776–79
Matthew Thornton	1776–78
George Frost	1777–79
John Wentworth, Jr.	1778–79
Nathaniel Peabody	1779–80
Woodbury Langdon	1779–80
Samuel Livermoore	1780–83, 85–86
John T. Gilman	1782–83
Phillips White	1782–83
Abiel Foster	1783–85
Jonathan Blanchard	1783–85
Pierce Long	1784–86
Nicholas Gilman	1786–88
Paine Wingate	1787–88

The United States Established—In 1787 the Federal Constitution was adopted and New Hampshire had the honor of being the State which cast the ninth and deciding vote in favor of the adoption of the Constitution. It went into operation in 1789 and the effect of it was to complete the work begun by the Revolution of making a united people.

Until the Federal Constitution went into effect, in 1789, the States had jurisdiction over all matters of foreign commerce, and everything affecting industrial and business development, which accounts for the fact that we find legislative enactments, during the earlier years of this period, levying various duties and imposts, granting monopolies, and offering special inducements to those who should engage in various lines of manufacture.

Some of these acts, designed to promote local manufacturing, contain provisions that smack more strongly of paternal government and the protective principle, than would be sanctioned or tolerated at the hands of the Federal government, by men of any party at the present day. Under the articles of confederation, by which the States were united, the powers of Congress were limited, and those of the several Legislatures of broader scope, than under the Constitution, framed by the Federal Con-

vention of 1787, which became operative through its ratification by the New Hampshire Convention in June, 1788, by a vote of 57 to 47, after much discussion and deliberation.

New Hampshire Casts Deciding Vote—Hence, in 1787, was framed the Constitution of the United States. With giant conflict of opinion, and with much of concession and compromise, the great instrument of Union had been adopted by the convention of delegates from the United States of America, over whose deliberations George Washington presided. Now it had to pass the ordeal of the conventions of the several States, the approval of nine of which was requisite to give it effect.

On the 14th of December the General Court passed a resolution calling upon the people of New Hampshire to choose delegates to meet in convention at Exeter, on the 13th of February, 1788, "to take under consideration the proceedings of the late Federal Convention, and investigate, discuss, and decide upon the same."

This convention, having met at the time and place appointed, and having selected Gen. John Sullivan, at that time chief magistrate of the State, for its president, occupied 10 days in discussing the proposed Constitution. There were two parties, the one for adoption being led upon the floor by Samuel Livermore, of Holderness; the one against, by Joshua Atherton, of Amherst—both men of distinguished ability and much personal influence. The opposition manifested such strength that the friends of ratification deemed it fortunate that an adjournment till June was effected, the convention then to meet at Concord.

Here, accordingly, it met in second session on the 18th of June. "The convention," as it is recorded by another, "excited an interest with which the proceedings of no other deliberative body in this State have ever been regarded. The galleries of the church where it assembled were thronged with spectators, and its members were surrounded, not only by large numbers of their own constituents, but by individuals from distant States, engaged, some of them, in watching their deliberations, and some of them, no doubt, in efforts to influence the result."

The session continued three days. Fifteen amendments were recommended on the report of a Committee of Fifteen, of which John Langdon, recently elected President of the State, was chairman. An attempt to ratify, with the proviso that the Constitution should not be operative in New Hampshire without the amendments, was defeated; and on the afternoon of the 21st of June, 1788, the Constitution, as it came from the "Convention of delegates from the United States of America, held at Philadelphia, on the seventeenth of September, 1787," was adopted by a vote of 57 to 47. A great historic act had been done in the old North Church at Concord; for, as announced in the triumphant voice of Sullivan from the chair, amid acclaims of joy from floor and gallery, New Hampshire had felicitously won the fadeless honor of being the ninth

State to ratify the Constitution, and thus to give it practical effect as the sure bond of "more perfect union," and the life of the Nation's future government.

The news from Concord, speeding over the country, by courier and other means, relieved the anxious hearts of Washington, Hamilton, Madison, and their like, and was welcomed by the people with the heartiest demonstrations of joy.

First Presidential Election, 1788—The first presidential election under the Federal Constitution was held in 1788 and George Washington was elected the first President without any opposition. In New Hampshire there was no choice of electors by the people and the Legislature selected the five candidates who received the most votes. The popular vote for electors was as follows:

VOTE FOR ELECTORS, 1788.

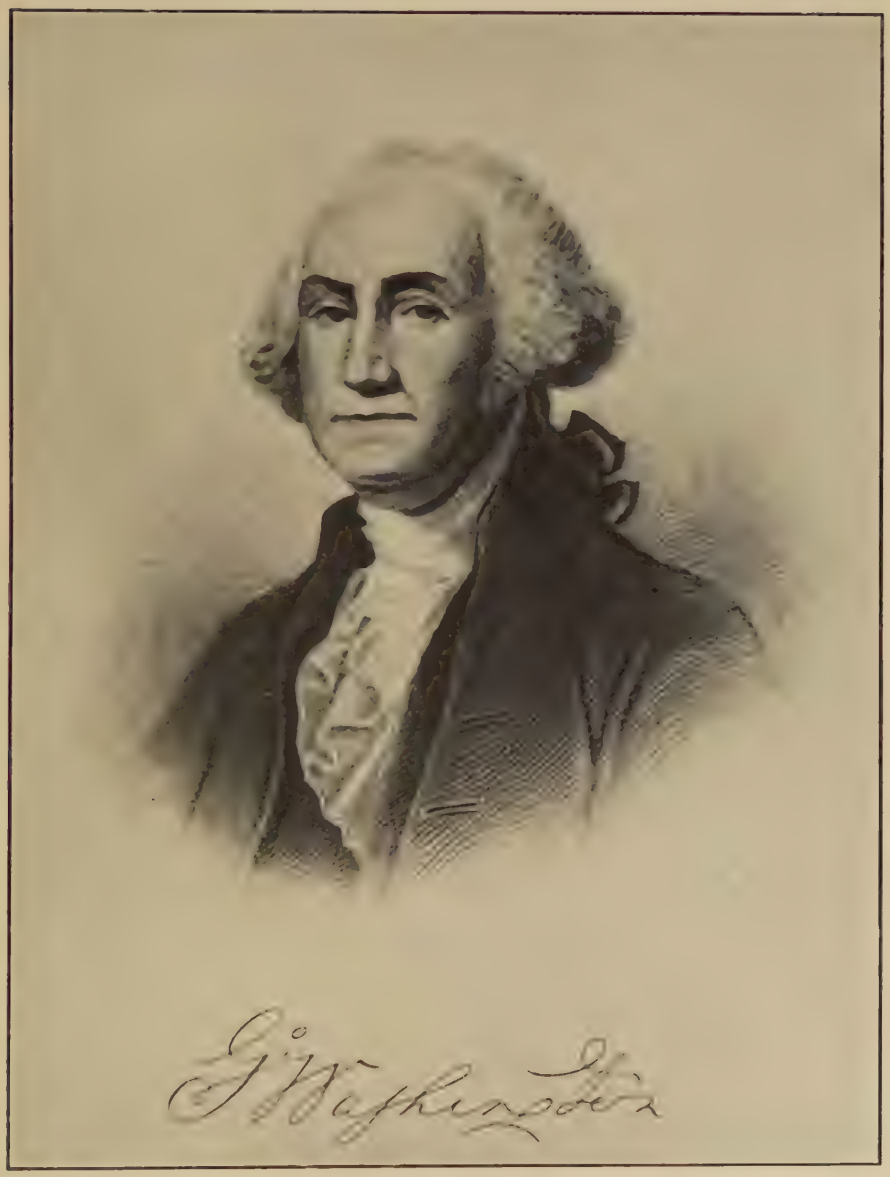
Electors.		Defeated Candidates.	
Benjamin Bellows	1,759	John Dudley	718
John Pickering	1,364	Joshua Wentworth	667
Ebenezer Thompson	1,063	Nathaniel Folsom	589
John Sullivan	872	Ebenezer Smith	543
John Parker	851	Joseph Cilley	528

The first Congressmen elected were: Nicholas Gilman, a merchant, of Exeter; Samuel Livermore, a lawyer, of Holderness; and the Rev. Abiel Foster, of Canterbury. Mr. Foster served only one term and was succeeded in 1791 by Jeremiah Smith, of Peterborough, a lawyer. The other two Congressmen were reëlected in 1791 and the Rev. Mr. Foster returned to Congress in 1795 and served until 1803.

President Washington's Visit—General Sullivan was succeeded in the Presidency of the State in 1788 by Mr. Langdon. In the course of the year, John Langdon and Paine Wingate were chosen Senators by the Legislature. George Washington was chosen President of the United States by unanimous vote of the Electoral Colleges, and the first Congress met in the city of New York on the 4th of March, 1789.

The administration of Washington soon effected a revival of public credit, a rapid extension of commerce, the provision of a competent revenue, and the rapid advance of the Nation in whatever exalts or adorns society. Under the returning tide of National prosperity, the angry controversies that had grown out of the discussion of the Constitution, were quietly submerged.

Mr. Langdon having been called to a seat in the National councils, General Sullivan was again elected President of the State in 1789. In this last year of his administration he had the pleasure of welcoming General Washington, who came to the New England States on a tour of observation, and extended his journey to Portsmouth. Both the government and the citizens of New Hampshire received him in the most affectionate manner, and omitted no demonstrations of their veneration for


G. Washington

the father of his country. To his former associates in arms, who were enthusiastically attached to him, an interview with their old commander was in the highest degree grateful. He spent several days at the capitol in Portsmouth and at Exeter. Great ceremonies were arranged in his honor, banquets and balls and speeches in which the first citizen was extolled to the skies. At one of the banquets, no less than 11 toasts were drunk, including one to "Louis XVI, the Defender of Freedom."

Middlesex Canal—The attention of public-spirited individuals began to be drawn at this period to the importance of improving the navigation of the Merrimack and Connecticut rivers. In the course of a few succeeding years, the excavation of the Middlesex Canal, connecting the waters of the Merrimack with those of Boston Harbor, was commenced; and several short canals, furnishing a passage for boats around the principal falls of the two rivers, were undertaken and prosecuted with spirit. Of the citizens of New Hampshire who were the efficient promoters of these useful improvements, the name of Samuel Blodget, of Manchester, and William Page, of Charlestown, must be placed.

As indicative of the growth and development of the interests of travel and transportation, and, incidentally, of commercial progress, may be noted the numerous grants of ferry privileges, across the Connecticut and Merrimack rivers, made by the Legislature during this period. The labor and expense involved in the construction of bridges was too great to be indulged in to any considerable extent, and ferries had to be established and maintained quite generally, in those days, and the privilege of keeping a ferry seems very often to have been regarded as a source of substantial revenue. Another indication, of the same purport, is found in the large number of acts passed authorizing towns to levy taxes, upon lands, resident and non-resident, for the purpose of building and repairing highways and bridges.

Dr. Josiah Bartlett, Last State President, 1790—President Sullivan having been appointed Judge of the United States District Court, the voice of the people at the election of 1790 called to the chair Josiah Bartlett, of Kingston, who retained the chief magistracy almost four years. At his first election his competitor was Mr. Pickering, whom he soon afterwards appointed Chief Justice of the Superior Court—an office for which he possessed superior qualifications.

The census of this year gave the United States a population of almost 4,000,000, of whom 142,000 were in New Hampshire: a result exhibiting an increase, notwithstanding the heavy losses occasioned by the Revolutionary War, of almost 60,000 in the preceding 15 years; and indicating a great extension of new settlements. Already had the spreading tide of population reached the wild recesses of the White Mountains. At a considerable distance from any other human habitation, Rosebrook had

planted himself in the forest near the Notch, where he braved the perils of the wilderness, and brought under cultivation a large farm.

That great Revolution in France, which had overturned the throne and brought the King to a public execution, not only kindled in Europe the flames of war, but produced even in this country a powerful excitement. Enlisting, as it did, the sympathies of one portion of the people in favor of France; and producing, by its shocking and murderous excesses, an alienation from their former allies in the minds of another portion, accompanied with a disposition to cultivate a good understanding with Great Britain; it was a leading cause of the division of the Americans into two great political parties.

The one assumed the name of Republicans; the other, that of Federalists. It was the opion of many that our obligations to France for her aid in the Revolutionary War could hardly be cancelled, and that we ought to unite with her in opposing Great Britain. This was the prevailing opinion. Washington, sustained by a majority of the people, decided not to interfere in the contest. His celebrated Proclamation of Neutrality, requiring the citizens of the United States to abstain from any hostile acts towards either of the belligerent powers, was received in this State with great satisfaction. At a meeting of the citizens of Portsmouth, resolutions were passed, approving the proclamation, and expressing full confidence in the measures taken by the government to free our commerce from the depredations committed by the powers at war.

Incorporation of New Towns—Several new towns were incorporated during the period of this first constitutional organization of the State. In President Langdon's administration, Dr. Jeremy Belknap published his famous "History of New Hampshire," to which all subsequent historians, including the author of this work, are indebted.

In 1785 the bridge over the Connecticut River was built at Bellows' Falls. Under Dr. Bartlett's presidency, post roads were established, the first school law enacted and the first bank founded. An account of these is found in subsequent chapters. The following gives a sketch of each of the towns established under the four presidents of New Hampshire. Each president has a town named for him—Weare, Langdon, Sullivan and Bartlett.

Littleton Incorporated, 1784—Littleton was granted in 1764 to James Avery and others as a part of "Cheswick." It was regranted in 1770 to Moses Little and others and called "Apthorp," in honor of George Apthorp, of England, one of the grantees. In 1784, when New Hampshire became a State, the northern part of "Apthorp" was incorporated as Dalton and the southern part as Littleton, in honor of Moses Little, the principal grantee. Captain Nathan Caswell was the first settler in 1770. In the western part of the town, at "Pattenville," is the site of an old fort, where the soldiers in the Revolutionary War left their women

and children when they crossed into Vermont to take part, under the command of Ethan Allen, at Fort Ticonderoga. Population, 4,239.

Littleton is one of the thriving towns of the North Country, with many diversified interests. Manufacturing is extensively carried on here. The soil is particularly adapted to agriculture.

Sutton Incorporated, 1784—Sutton was granted in 1749 by the Masonian Proprietors to Obadiah Perry and 59 others and named "Perry's-town." The charter was renewed in 1752 and 1773. The town was incorporated in 1784 and the name changed to Sutton after a Massachusetts town. David Peaslee and his son, Samuel, who settled there in 1767, found traces of an Indian village on the west side of Kezar's Pond. Population, 632.

Ossipee Incorporated, 1785—Ossipee was named for a tribe of Indians who once lived there and was known originally as "Ossipee Gore" and "New Garden." It was incorporated as Ossipee in 1785, and in 1820 that part of "Ossipee Gore" which was not included in Ossipee was annexed to Effingham. Part of Ossipee was annexed to Tamworth in 1837 and part of this territory was reannexed to Ossipee in 1859. Population, 1,122. Ossipee is the shire town of Carroll County and has become somewhat famous as an all 'round pleasure resort. It is on the direct motor route to the White Mountains. Ossipee Mountains and Ossipee Lake furnish a beautiful setting in this natural mountain retreat.

Sullivan Incorporated, 1787—Sullivan was made up and incorporated in 1787 out of the corners of Stoddard, "Packersfield" (now Nelson), Keene and Gilsum, and was named in honor of Gen. John Sullivan, of the Revolutionary Army. The first settlements were in 1768 by Stephen Griswold and Benjamin Olcott. William Comstock settled in 1770. A small part of Keene was annexed in 1794 and in 1874 a few rods of land in Sullivan were annexed to Gilsum. Population, 206.

Bradford Incorporated, 1787—Bradford was settled in 1771 by William Presbury, of Henniker, and originally of Stowe, Massachusetts. Colonel Bradford granted him all the land he could encircle in a day's work on condition he would build a house and live in it. Three years later some people from Bradford, Massachusetts, settled there and called the place "New Bradford." In 1787 "New Bradford," "Washington Gore" and a part of Washington were incorporated as the town of Bradford and annexed to Hillsborough County. Part of Newbury (then "Fishersfield") was annexed in 1796 and another part in 1859. In 1796 the first meeting-house was built at "the Center" and it was used jointly for church and town purposes. Population, 580. Situated 28 miles to the west of Concord, this town has in recent years become something of a summer resort, particularly in the vicinity and upon the shores of Todd's Pond and Bradford Pond. Much of the township lies in a fertile valley.

Langdon Incorporated, 1787—Langdon was made up from parts of Charlestown and Walpole and incorporated in 1787 in honor of John Langdon, Governor. Settlements had been made as early as 1773 by Seth Walker, and the next year by Nathaniel Rice and Jonathan Willard. In 1795 the town refused to extend its territory to the Connecticut River. Population, 279.

Bridgewater Incorporated, 1788—Bridgewater was formerly a part of Hill ("New Chester") and was incorporated as a separate town in 1788. Jonathan Crawford was the first settler. In 1819 the southern part of Bridgewater and the northern part of "New Chester" were incorporated into a new town, which was called Bristol. Population, 199. Thirty miles from Concord, this town claims ownership in a part of one of the largest bodies of water in the State—Newfound Lake—famed throughout the country for its depth and purity. Of late years it has become the Mecca for fishermen and the restrictions upon building too close to its shores preclude pollution to the water. The soil is well adapted to agricultural pursuits.

Orange Incorporated, 1790—Orange was granted in 1769 to Isaac Fellows and others and named "Cardigan." In 1779 the inhabitants petitioned to have the town incorporated and named "Bradford"; in 1783, "Middleton"; and in 1789, "Liscomb." In the last petition the word "Liscomb" was crossed out and the name Orange inserted, and the town was incorporated in 1790 as Orange. Part of the town was annexed to Hebron and part of Hebron to Orange in 1804, and the line between the two towns was established in 1808. Part of Orange was annexed to Alexandria in 1820. Population, 166. The highest eminence in the town is Mount Cardigan, from which the town first derived the name which was afterwards changed to Orange.

Bartlett Incorporated, 1790—Bartlett was incorporated in 1790. Part of the town of Jackson (then "Adams") was annexed to it in 1819, and in 1822 a tract of Bartlett was annexed to "Adams." State land was annexed to Bartlett in 1823 and 1836. Part of the town was annexed to Jackson in 1839. Part of Chatham was annexed to Bartlett in 1869 and a tract of Hart's Location in 1878. Population 1,059. Seventy-five miles northeast of Concord, the town lies within Crawford Notch at the foot of the White Mountains. Baldface Mountain, within the limits of the town, is said to contain inexhaustible quantities of iron ore. It was named for Gov. Josiah Bartlett.

Sharon Incorporated, 1791—Sharon was made up from a part of "Peterborough Slip" and incorporated in 1791, after an unsuccessful attempt to incorporate had been made in 1777. The question of annexation to Peterborough was submitted in 1867 to popular vote, but was never adopted. Population, 21.

Goshen Incorporated, 1791—Goshen was erected out of parts of Newbury, Sunapee, Newport, Unity and Lempster and incorporated in 1791. The earliest settlement had been made in 1769. Part of Unity was annexed in 1837. Population, 1,283.

Greenfield Incorporated, 1791—Greenfield was incorporated in 1791 from parts of Peterborough, Lyndeborough, "Society Land" and "Lyndeborough Gore." The first town meeting was called in that year by Daniel Emerson, of Hollis. Later in the year the boundaries were established, and in 1792 the two eastern ranges of lots of land, which had been known previous to incorporation as "Lyndeborough Addition," were annexed to Francestown. The first settlements in Greenfield were in 1771 by Captain Alexander Parker, Major A. Whittemore, Simeon Fletcher and others, mostly English and Scotch-Irish, coming from Londonderry, Andover, Massachusetts, Chelmsford, Massachusetts, and Marblehead, Massachusetts. In 1842 part of Greenfield, together with parts of Deering, Francestown, and Hancock, was incorporated into Bennington. In 1872 part of Greenfield was annexed to Francestown. Population, 417.

CHAPTER XXIII.

ADMINISTRATIONS OF GOVERNOR JOSIAH BARTLETT, 1790-1794, AND GOVERNOR JOHN T. GILMAN, 1795-1805.

Fourth Constitutional Convention, 1790—The Governorship Established—President Bartlett Elected First Governor—Presidential Election of 1792—Morey's Steamboat—First Bank—Foundation of the New Hampshire Medical Society—Piscataqua Bridge—First Public Library—First Academies—Resignation of Governor Bartlett, 1794—Election of Governor John T. Gilman—Sketch of Governor Gilman—Jay's Treaty, 1795—Political Riot of Portsmouth—The First Turnpike, 1796—Presidential Election of 1796—Dartmouth Medical School Founded, 1798—Yellow Fever Epidemic—Relations with France—Bonaparte—Death of General Washington, 1799—Rise of the Republican Party—Presidential Election of 1800—Establishment of the Textile Industries—Establishment of Coos County—Presidential Election of 1804—State Election of 1805—Dr. Belknap—Incorporation of New Towns—Hebron, 1792—Springfield, 1794—Milford, 1794—Brookfield, 1794—Stewartstown, 1795—Tuftonboro, 1795—Danbury, 1795—Stark, 1795—Alton, 1796—Colebrook, 1796—Jefferson, 1796—Columbia, 1797—Windsor, 1798—Farmington, 1798—Bethlehem, 1799—Jackson, 1800—Ellsworth, 1802—Milton, 1802—Mont Vernon, 1803—Whitefield, 1804.

The fourth constitutional convention of 1791 convened at Concord, September 7, 1791. The president was Samuel Livermore, of Portsmouth; secretary, John Calfe, of Hampstead, but the most distinguished delegate was William Plumer, of Epping, who took such an important part that the product of the convention has been commonly known as "Plumer's Constitution."

An elaborate set of rules were adopted. The constitution was read in the convention, section by section, and delegates offered their amendments during this reading. A committee was selected to consider these amendments and prepare them for submission to popular vote. An adjournment was taken from September 16 until February 8 of the next year. The report of the committee was amended and adopted, and on February 24 the convention voted to submit the amendments in the form of 72 questions, upon which a referendum should be taken May 7. The convention then adjourned until after the referendum.

On May 30, 1792, the convention reconvened. The vote upon these several questions showed that 46 had been adopted and 26 rejected. Some of these amendments that were adopted depended upon others that had been rejected, and for this reason the convention voted on June 4 to

choose a committee to consider what further amendments might be necessary to make the constitution consistent. The convention voted to submit the new amendments to the people on August 27, 1792, to be accepted or rejected as a whole. These amendments proposed in the second draft were all adopted by a vote of 2,122 to 978, and the convention finally adjourned just two days less than a year from the time of its first meeting.

The changes effected, though quite numerous, were of minor importance and in the main merely verbal. Among the changes made were the substitutions of "Governor" for "President," "Legislature" for "Assembly," and "Offences" for "Those of dye."

The Governorship Established—Under this amended constitution, which became effective in 1792, the executive power was finally invested, as now, in a Governor, who by its terms was to be addressed as "His Excellency," while the presidency of the Senate was to be filled by election by the Senate of one of its own members, whose appellation was to be "His Honor."

In these early essays in the evolution of the executive branch there appears no suggestion in the records of any attempt of our people to follow the more ambitious plan adopted by some of our sister States, providing for a Lieutenant-Governor in the line of succession. It is a significant fact that the Convention of 1781, which copied largely from the Massachusetts Constitution, omitted this provision altogether. It was left to the Convention of 1850 first to make such a proposal. But like all of the other amendments submitted by that convention this proposal was rejected by the people.

Thus it comes about that the office of president of our Senate, as our organic law was finally perfected, has carried in fact, though not in name, the Lieutenant-Governorship of our State.

President Bartlett Elected First Governor—Dr. Josiah Bartlett, who was serving his second term as President when the constitution was amended, was elected first Governor under the changed title of chief executive at the election of 1792. He had no opposition.

In 1793 he was reëlected. His opponents at that election were John Langdon, the former President, and John Taylor Gilman, of Exeter, who became Dr. Bartlett's successor a year later. The vote for Governor at these first two elections was:

1792.	
Whole vote	8,389
Scattering	297
Josiah Bartlett, *R.*	8,092

1793.	
Whole vote	9,854
Scattering	70
Timothy Walker	382
John Taylor Gilman	708
John Langdon, *R.*	1,306
Josiah Bartlett, *R.*	7,388

President Washington Reëlected—At the Presidential Election of 1792 there was no opposition to the reëlection of President Washington

and Vice-President John Adams. The vote in New Hampshire for electors was:

Electors.		Defeated Candidates.	
Benjamin Bellows	1,489	Ebenezer Smith	678
John Pickering	1,298	Joseph Cilley	376
Ebenezer Thompson	994	Timothy Farrar	980
Josiah Bartlett	1,782	Timothy Walker	235
John T. Gilman	1,754	Daniel Rindge	437
Jonathan Freeman	1,607	Thomas Cogswell	324

New Hampshire in Congress—In the National Congress, John Langdon continued to be president of the United States Senate. His colleague in the Senate, Rev. Paine Wingate, of Stratham, was succeeded in 1793 by Samuel Livermore, of Holderness, who promptly rose to the position of president of the United States Senate, serving as president of the Fourth Senate in 1795-96 and of the Sixth Senate in 1799-1800. Thus New Hampshire furnished the president of the Senate in four of the first six sessions of that body.

In the House of Representatives, the census of 1790 increased the State's representation from three to four members. Mr. Livermore and Rev. Mr. Wingate simply swapped seats in the Congress of 1793. Mr. Livermore went from Congressman to Senator and Mr. Wingate from Senator to Congressman, the only instance of this kind that ever occurred in the Federal Congress.

John S. Sherburne, a Portsmouth lawyer, was elected the additional Congressman in 1792 and served four years. In 1795, Rev. Mr. Wingate was succeeded by Rev. Abiel Foster, who had been one of the first Congressmen in 1789. In his second period in Congress he served eight years.

Morey's First Steamboat—There was war during this period between France and England and the French Revolution stirred the sympathies of New Hampshire people generally. It is said that the first steamboat ever built in America was the handiwork of Samuel Morey, of Orford, New Hampshire, who sailed it down the Connecticut River in 1792, about 14 years before Robert Fulton invented the "Clermont." Morey always claimed that Fulton stole his invention because Fulton came to New Hampshire and studied the Orford boat.

The same year that saw the first steamboat make a trip from Orford to Fairlee, Vermont, saw also the first bank in New Hampshire, which was established at Portsmouth. There were five other banks in America established before it. This bank started on a capital of $80,000, of which more than $10,000 was invested by the Legislature. More than 50 years afterward the State sold its bank stock and built with the money the State Hospital at Concord.

The first great society organized in the State was the medical society, which has taken in between 1,500 and 2,000 physicians in its membership since. President Bartlett was its first head and as early as 1826 this

KIMBALL UNION ACADEMY AT MERIDEN

THE ORIGINAL PLYMOUTH NORMAL SCHOOL

society went on record against the use of liquors. In 1836 the president of the society discountenanced the use of tobacco.

Piscataqua Bridge—An architectural enterprise, more important and difficult than any of the kind that had been achieved in the country, was now undertaken and accomplished. It was the erection of a bridge over the Pascataqua, from Newington to Durham, formed of three sections; two of them were horizontal; the third, arched; the whole presenting a surface of planking almost a half a mile in length. It was thrown over the river at a place where the depth, at high water, is generally more than 50 feet, and was finished with much elegance at an expense of $62,000. The construction of this bridge, which excited the admiration of every traveller, required 5,000 tons of timber, 80,000 feet of plank, 20 tons of iron, and 8,000 tons of stone. John Pierce, Esq., of Portsmouth, was the principal superintendent of this great work, of which the chief object was to divert to Portsmouth a portion of the country trade that had long been engrossed by Boston and Salem.

First Public Library, 1792—The first public library in the State was established at Dover, December 18, 1792, and in the next eight years there were incorporated 57 public libraries in different parts of the State, showing the awakening influence of the responsible duties of citizenship that comes to a people and the desire which they manifest to fit themselves to properly perform such duties and obligations as may come to them as citizens living under a free and liberal form of government.

Oldest Academies Founded—Common schools were established wherever a sufficient number of pupils could be brought together to warrant them in so doing, often entailing the necessity of several miles' travel for some of the scholars. Academies were encouraged and several were established in different parts of the State. Phillips Exeter was incorporated in 1781, New Ipswich Academy in 1789, Chesterfield Academy in 1790, Atkinson and Charlestown academies in 1791, Gilmanton and Haverhill academies in 1794, and Salisbury Academy in 1795. Gilmanton Academy was burned in 1808, but it is related that within five weeks another building was erected in its stead. Haverhill Academy has the distinction of having educated Justice Nathan Clifford, of the United States Court, and its principal in 1836, Peter T. Washburn, later became Governor of Vermont. An academy established at Plainfield in 1785 is presumably the forerunner of Kimball Union Academy, which has maintained a most honorable and useful career since its foundation in 1813.

John Taylor Gilman Elected Governor—At the election of 1794, John Taylor Gilman, of Exeter, was chosen to succeed Governor Bartlett in the chief magistracy, and was continued in the chair for a period of 11 years. Governor Bartlett had been induced by declining health to resign his office before the expiration of the year, and his retirement to private

life was soon followed by his death. The first years of Governor Gilman's administration furnish few events of importance; they were, however, distinguished by the prevalence of harmony in the public councils, and the State was eminently prosperous. A great majority of the citizens acted, at this time, in concert with the political party long distinguished by the name of Federalist; the Legislature, of course, was decidedly of the same political complexion.

The gubernatorial vote at the 11 consecutive elections of Governor Gilman was as follows:

1794.

Whole vote	10,470
Scattering	2,841
John Taylor Gilman, *F*	7,629

1795.

Whote vote	9,440
Scattering	100
John T. Gilman, *F*	9,340

1796.

Whole vote	10,775
Scattering	2,966
John T. Gilman, *F*	7,809

1797.

Whole vote	10,823
Scattering	1,198
John T. Gilman, *F*	9,625

1798.

Whole vote	12,153
Scattering	469
John Langdon	364
Timothy Walker	734
Oliver Peabody, *R*	1,189
John T. Gilman, *F*	9,397

1799.

Whole vote	11,738
Scattering	1,600
John T. Gilman, *F*	10,138

1800.

Whole vote	16,762
Scattering	361
Timothy Walker, *R*	6,039
John T. Gilman, *F*	10,362

1801.

Whole vote	16,639
Scattering	492
Timothy Walker, *R*	5,249
John T. Gilman, *F*	10,898

1802.

Whole vote	19,166
Scattering	36
John Langdon, *R*	8,753
John T. Gilman, *F*	10,877

1803.

Whole vote	21,317
Scattering	43
John Langdon, *R*	9,011
John T. Gilman, *F*	12,263

1804.

Whole vote	24,282
Scattering	27
John Langdon, *R*	12,009
John T. Gilman, *F*	12,246

Sketch of Governor Gilman—Governor Gilman held the office for a longer period than any other Governor elected by the people. His first election came in 1794, and he was elected every year thereafter until 1805, then again in 1813, 1814 and 1815, making 14 years of service as Governor of the State. Governor Gilman first became a candidate for Governor in 1793 and he was a candidate for that office every year, barring the years 1809-10-11, until 1816, when William Plumer was elected making 20 years in which he sought the governorship, 14 of which he was successful in his endeavors. Governor Gilman was a man far beyond the average in natural ability. He came from one of the oldest and most honored families of that name from the town of Exeter. His education was obtained from what the common schools provided in those times, supplemented by practical learning in shipbuilding, trade and agriculture. He was a man of decisive character, supported by a large fund of common sense, and endowed with that degree of frankness and courage that

made him a power among men. He had a high sense of honor and the utmost contempt for anything that appeared to be devious and underhanded, and honesty was considered by him to be an essential attribute to a good citizen. That he held the office of Governor for so many years is conclusive evidence that he held the confidence of the people of the State to a remarkable degree.

John Taylor Gilman was the grandson of Daniel Gilman, and the eldest son of Nicholas Gilman and Ann Taylor, daughter of the Rev. John Taylor, of Milton, Massachusetts. He was born at Exeter, New Hampshire, the 19th of December, 1753. In 1775 his father was appointed treasurer of New Hampshire, and he officiated as his clerk, and early became conversant with the business and interest of the State.

The 20th of April, 1775, the next day after Lexington battle, he marched with a company of volunteers from Exeter to Cambridge.

The 10th of December, 1776, he was appointed one of the committee to settle the claims against the State. In 1780 and 1781, he was appointed a commissioner to the convention of the New England States, which met at Hartford, and afterwards at Providence, to consult on the public emergencies of the country, and provide for the necessary means of common defence.

In the years 1779, 1780, 1810, and 1811 he was Representative, and in 1791 Senator. In 1779, and in January, 1781, he was appointed a member of the Committee of Safety for the State. He was several times elected a delegate to the Congress of the United States.

In June, 1783, he was elected successor to his late father, to the office of Treasurer of New Hampshire, which he continued to hold till the autumn of 1788. Soon after his first appointment, the Legislature requested Congress to appoint him loan officer for the State, to which they readily agreed. In June, 1791, he was again elected Treasurer of the State, which office he held till June, 1794.

In February, 1788, he was a member of the New Hampshire Convention, which was called to decide the question whether the State should ratify the Constitution proposed for the United States. He was a decided advocate for its ratification.

On the 9th of September, 1788, Congress appointed him one of the Board of Commissioners to adjust and settle the accounts between the United States and the individual States.

In 1792, 1796, and 1812, he was an elector of President and Vice-President of the United States; and in 1816 he was candidate for elector, but was not chosen. In 1794, Dartmouth College conferred on him the degree of Doctor of Laws.

In 1800 the two houses of the Legislature passed a resolve on Saturday then to terminate their session. The Governor and Council, from an apprehension the members might violate the law by travelling on the

Sunday, declined their consent; and the Governor informed them that the Council did not advise him to adjourn them.

In 1804 a majority of the members of the two Houses being opposed to the Federalists, passed resolutions approving of the measures of President Jefferson's administration of the government of the United States. The Governor returned the resolves with his objections. It was not necessary that such resolves should be sent to the Governor, nor was it necessary for him either to approve or object to them. They were simply an expression of opinions and not acts of legislation.

Relations With England—In common with the rest of the country, the State was agitated in the summer of 1795, by the question of the ratification of Jay's Treaty with Great Britain. By the constitutional majority of the Senate, the ratification had been advised. One of the New Hampshire Senators, Mr. Livermore, was in favor of this measure; Mr. Langdon was opposed.

While the President had the subject under consideration, a Virginia Senator, in violation of an injunction of secrecy, caused the treaty to be published. There was at first a rush of public opinion against it, which for a little time seemed to be irresistible, and Washington found himself placed in a state of serious perplexity and embarrassment.

Following the current example, the town of Portsmouth held a meeting and voted an address against the treaty. A counter address was, however, prepared and signed by a large number of respectable individuals. With the design of preventing the transmission to the President of the counter address, a mob, armed with clubs, paraded the streets, insulted many of the signers, broke their fences and windows, injured their ornamental trees, and with threats demanded the surrender of the paper from the person who had it in possession; nor did they disperse till they had kept the town for some hours in confusion and alarm. Several of the ring-leaders were indicted for a riot at the next Superior Court. After a little calm reflection, a majority of the people of the State made up their minds in favor of the acceptance of the treaty. Washington, who followed no other guidance than a sense of duty, decided after due deliberation to ratify it; and its beneficial influence for many succeeding years on the commerce of the United States has fully evinced the wisdom of the determination.

The progress of internal improvement is seen in the grant of the first New Hampshire turnpike, extending from Concord to the vicinity of Portsmouth. This was in 1796.

With deep regret the people of the United States learned from the farewell address of Washington his determination to decline another reëlection to the Presidency. The controversy between the two great parties, into which the course of events had divided them, became violent. John Adams was the favorite candidate of the Federalists; Thomas Jef:

ferson, of the Republicans. The electoral votes of New Hampshire were given to Mr. Adams, who was elected by a small majority, and inaugurated as President of the United States on the 4th of March, 1797.

Presidential Vote, 1796—The vote for electors in 1796, all candidates being favorable to Mr. Adams, was as follows:

Electors.		Defeated Candidates.	
Benjamin Bellows	3,176	Bazaleel Woodward	2,077
Ebenezer Thompson	2,867	Joseph Badger	681
John T. Gilman	3,408	Robert Wallace	444
Oliver Peabody	3,719	Thomas Bellows	443
Timothy Farrar	3,027	Peter Wingate	310
Timothy Walker	837	Simeon Olcott	481

(Walker elected by Legislature over Woodward.)

At the election of 1796 three new Representatives in Congress were chosen, to serve with Rev. Mr. Foster. The new Congressmen were: William Gordon, of Amherst, a lawyer; Peleg Sprague, of Keene, also a lawyer; and Jonathan Freeman, of Hanover, a farmer. Mr. Sprague served only one term and was succeeded in 1799 by James Sheafe, of Portsmouth, a merchant and Federalist leader, who promptly rose from the Lower House to the United States Senate, where he sat until 1801.

Fort Rebuilt at Portsmouth—In 1796, the fort at New Castle was rebuilt according to the plan of a French engineer. His plans are still in existence. At the beginning of the Revolution this fort, called William and Mary, had been taken by the patriots, as before related, and subsequently dismantled by the British. Disliking everything pertaining to royalty, the name of the fort was first changed to Castle Fort, and again to Fort Constitution, which it still retains. It was not repaired during the Revolution, or if so, only in temporary manner, and had become very much dilapidated. As finished, in 1796, it remained until in the War of 1812 its form was somewhat changed, its works repaired and strengthened, and a tower of brick built on the high ground a few rods back of the fort. These repairs were made and the tower built under the direction of Colonel Walbach, a German in the United States Army.

The frigate "Crescent," of 32 guns, built at Portsmouth by Colonel Hackett, sailed from that port to the Mediterranean. She was destined to Algiers as a present from the United States to the Dey. For a series of years our government was under the necessity of purchasing exemption from the depredations of the piratical Barbary powers on our commerce by occasional payments under the name of presents; but for a long time this degrading system has been abolished, and these barbarians have been taught by merited chastisements to respect the American flag.

A medical department was attached to Dartmouth College in 1798, chiefly by the enterprise of Doctor Nathan Smith, of Cornish. For some years he was the only medical professor at Hanover, and by his personal efforts raised the department to great usefulness and respectability.

In some preceding years the yellow fever had visited several of the Atlantic cities, bringing in its train alarm and death. It had caused in one of these years the death of 4,000 persons in Philadelphia, and the precipitate flight from the city of 17,000 of its inhabitants. In the summer of 1798 it appeared in the north part of Portsmouth. Though a general removal of the inhabitants from the infected neighborhood greatly limited its spread, yet it carried off a considerable number of victims; and but few who were seized recovered from the attack.

The conduct of France was at this time so hostile as to excite in the United States a general indignation. Her government encouraged depredations on our commerce and ordered our minister to quit her territory. On the arrival of three American envoys to treat of reconciliation, a sum of money was demanded as a pre-requisite to negotiation. A demand so insolent aroused the spirit of the country, and "Millions for defence, but not one cent for tribute," was the general language of the day. The tide of indignant feeling rose to as great a height in New Hampshire as in any portion of the American Republic. An address to President Adams, expressive of the fullest approbation of the measures of his administration, and breathing the warmest resentment at the aggressions of France, was adopted by the Legislature, being carried in the Senate by an unanimous vote, and in the House with only four dissenting voices. The warlike attitude assumed by the United States, together with the achievements of our then infant navy in the capture of several French ships of war, taught the French Government that the rights of Americans were not to be outraged with impunity.

Death of Washington—In the midst of the controversy, Washington, who had accepted the office of commander-in-chief of the American armies, died, on the 14th of December, 1799, after an illness of only one day. The country was clad in mourning. In this State, and throughout the Union, the 22d day of the succeeding February, the anniversary of his birth, was devoted to expressions of public sorrow; and eulogies, almost without number, were pronounced before crowds of citizens, lamenting the fall of the man "first in war, first in peace, and first in the hearts of his countrymen."

Almost without opposition had the Federalists hitherto carried the reëlections of Governor Gilman. He was firm and decisive in his political opinions, and in concert with great majorities in both branches of the Legislature, yielded to the Federal administration of President Adams a steady support. The current of popular feeling ran strong against France; the black cockade, the distinguishing badge of the Federal party, was almost universally worn; and in some parts of the State, to wear what was called the French cockade, rendered the security of the wearer's person somewhat precarious. But causes, tending to a political change, were in operation. With an increasing portion of the community, the

measures of the Federal administration, especially the Alien and Sedition laws, and the act requiring in many instances the use of stamped paper charged with a duty, were becoming unpopular. . . . . Having enlarged their ranks with numerous recruits, the Republicans began, in 1800, to take the field in regular array. This year and the next they supported as their candidate for Governor, Judge Walker, of Concord—and afterwards Mr. Langdon; but Governor Gilman and the Federalists maintained the ascendency some years longer.

Convinced that nothing was to be gained by treating the United States in an overbearing manner, the French Directory was at length induced to make overtures of peace. These overtures were promptly met by the American government, and ministers were appointed to repair to France, who, on their arrival, found the supreme authority in the hands of Bonaparte, as first consul. With his government they concluded, in September, 1800, a treaty which was satisfactory to both countries.

A new religious denomination had at this time its origin in Vermont, and was soon extended into New Hampshire. Elder Abner Jones, of the former State, having become dissatisfied with some of the principles of the Freewill Baptist churches, with which he had been connected, withdrew from their communion and began to propagate his own peculiar sentiments. Many individuals in Vermont, New Hampshire, and Maine, adopted his views, and took the distinctive appellation of Christians. A church of this denomination was afterwards collected at Portsmouth, and a considerable number of others have since been formed, chiefly in the central section of the State.

The recurrence of another Presidential election excited in the country an acrimony of feeling then unparalleled. So nearly were the political parties balanced, that each made the most strenuous exertions and formed sanguine hopes of success. The candidates were the same as in the preceding election; and again the votes of this State were given to Mr. Adams. No choice was effected by the Electoral Colleges; but after a violent struggle, Mr. Jefferson was elected by the House of Representatives, and the administration of the general government fell, in 1801, into the hands of the Republican party. This great change inspired the friends of that party in New Hampshire with sanguine hopes of gaining the ascendency in the State government. Mr. Langdon, one of their most popular and efficient leaders, having been returned to the House as a Representative from Portsmouth, they attempted, unsuccessfully, however, to carry his election as Speaker. The next year they brought him forward as their candidate for Governor; but not till after a three years' struggle did they succeed in placing him in the chair.

Presidential Election, 1800—New Hampshire held no popular vote for President in 1800. The electors were chosen by the Legislature, and they were: Benjamin Bellows, Ebenezer Thompson, Oliver Peabody,

Timothy Farrar, John Prentice, and Arthur Livermore. This is the last time in which the people had no direct vote for Presidential electors in this State.

Senators Langdon and Livermore were succeeded in Washington by Simeon Olcott, of Charlestown, and James Sheafe, Congressman, from Portsmouth. Both the new Senators were Federalists and the Senators retired belonged to the Republican party. In 1802 Senator Sheafe was retired and the Republicans elected William Plumer, of Epping, Republican. In 1805 Senator Olcott was succeeded by Nicholas Gilman, of Exeter, a brother of Governor Gilman. Nicholas Gilman, like the Governor, belonged to the Federalist party.

In the lower branch of Congress, the new members in 1801 were: Dr. Samuel Tenney, of Exeter, Joseph Pierce, of Alton, and George B. Upham, of Claremont. Mr. Pierce retired in 1802 and Samuel Hunt, of Charlestown, took a seat.

In 1803 New Hampshire sent three new Congressmen to Washington. They were: Silas Betton, of Salem; Clifton Claggett, of Litchfield, and David Hough, of Lebanon. Mr. Claggett was in Congress 18 years later, but there was 12 years between his periods of Congressional service.

Introduction of Textile Mills—The state of religion was becoming more prosperous.

The New Hampshire Missionary Society, the earliest charitable institution of a religious nature in the State, of any considerable extent, was formed in 1801, for the purpose of furnishing to the scattered inhabitants of the new settlements and to feeble churches the means of Christian instruction. The Universalist and Methodist churches were officially recognized.

The town of Portsmouth was visited by a most calamitous conflagration, which consumed more than a hundred buildings, and laid waste a fair and important portion of the place. The amount of property destroyed was estimated at $200,000, and more than $45,000 were contributed in various places for the relief of the sufferers.

Machinery for spinning cotton had been introduced into Rhode Island as early as 1790—little more than 20 years after its invention in England by Sir Richard Arkwright. At New Ipswich was erected, in 1803, the first factory in New Hampshire, followed in a few years by others in Peterborough, Pembroke, Hillsborough, and Jaffrey; and at a later period by the extensive establishments in Dover, Somersworth, Dunstable, New Market, Amoskeag, Franklin, and Exeter. The whole required an immense amount of capital, which in general has been invested profitably for the owners, and usefully to the public. At the close of the year the northern portion of the State was detached from the county of Grafton and formed into a distinct county by the name of Coos.

Political disputes ran high. The Federalists had hitherto supported

Governor Gilman with uniform success and secured majorities of their own party in both branches of the Legislature. For some years Gen. Amos Shepherd, of Alstead, had been president of the Senate, and John Prentice, a lawyer, of Londonderry, Speaker of the House. But the Republicans were constantly gaining fresh accessions to their ranks; and with increasing numbers put forth more strenuous efforts. Though Governor Gilman was reëlected in 1804, yet the majority in his favor was extremely small, and the Republicans obtained a partial triumph by the return of majorities of their party both to the Senate and House of Representatives—Mr. Langdon being chosen Speaker in the popular branch of the Legislature.

Presidential Elections, 1804—The Presidential Election resulted in the choice of the following Republican electors: Timothy Walker, John Goddard, Levi Bartlett, Jonathan Steele, Robert Alcock, George Aldrich, William Tarlton. (No record of defeated candidates.) Thomas Jefferson was elected President by a large majority.

After a warm contest, the Republicans, in 1805, succeeded in their efforts to displace Governor Gilman and brought in their favorite candidate, Mr. Langdon, by a majority of 4,000. They also returned majorities attached to their party, not only to the Senate and House, but at this time to the Council also—thus revolutionizing the government in all its branches. Gen. Clement Storer, of Portsmouth, was chosen president of the Senate, and Samuel Bell, of Francestown, Speaker of the House. Philip Carrigain, of Concord, was elected Secretary of the State in the place of Joseph Pearson, and Nathaniel Gilman succeeded Oliver Peabody as Treasurer. The administration of the government fell entirely into the hands of the Republican party. Governor Gilman retired temporarily to private life, carrying with him a reputation for consistency, integrity and decision, which commanded the respect even of his political opponents.

Death of Dr. Belknap—Dr. Jeremy Belknap, for whom Belknap County is named, died in Boston June 20, 1798. Edwin C. Bean, former Secretary of State, wrote of Dr. Belknap's work the following commendation in "Early Laws of New Hampshire," published in 1917:

"Dr. Belknap had lived in New Hampshire for a greater portion of his life and took a great deal of interest in everything that pertained to the welfare of the State, not only in regard to the religious condition of its people, but to its political and business interests as well. His history of New Hampshire is considered a classical production and it has been referred to as an authority by all subsequent writers upon historical subjects, especially those pertaining to New Hampshire. He exhibited a marvelous degree of patience and perseverance in working out the many lines of historical matter and revealing numerous items of facts heretofore unknown which could only be brought to light by unremitting toil

and attention. Public documents in those days were in a condition that made research work most difficult. Everything was in manuscript form and was more or less obliterated owing to the lapse of time and negligent care. No indexing or other form had been thought of by those having records in charge, and it was by the exercise of the utmost diligence and patience on the part of the historian that historical information could be obtained and made available for the benefit of the public."

Increase in Population—During the administration of Governor Gilman, New Hampshire was prosperous and flourishing. The principal industry was farming. At Portsmouth there were large shipbuilding operations. New Hampshire reached its highest point as a maritime State just before the War of 1812. The war ruined the State's shipping and shipbuilding activities and they never revived until the World War of 1918.

The census of 1800 showed a population of 183,868, which was a gain of about 42,000 over that of 1790. The census of 1810 showed a further gain of 30,000, and the population then was 214,460.

The following towns were incorporated during this period:

Hebron Incorporated, 1792—Hebron was incorporated in 1792 from parts of "Cockermouth" and Plymouth. The line between Hebron and Orange was established in 1804 and again in 1808. A part of Hebron was annexed to Plymouth in 1845 and another piece to Groton the same year. Population, 184. A greater part of Newfound Lake lies within the limits of the town, which has become widely known as a summer vacation locality.

Springfield Incorporated, 1794—Springfield was granted in 1769 to John Fisher, of Portsmouth, and others, and called "Protectworth." The first settlement was in 1772. The town was incorporated in 1794 and the name changed to Springfield. "Heath's Gore" was annexed in 1817. Population, 349.

Milford Incorporated, 1794—Milford was granted by the Massachusetts Colony to officers and soldiers who served the province in the Narragansett War, in the recognition of brave and patriotic deeds. The grants were made during the period from 1728 to 1733. Part of the present Milford was in the small town of "Monson," which was granted by Massachusetts and incorporated in 1746. In 1770 "Monson" was divided between Amherst and Hollis. In 1794 Milford was incorporated out of parts of Hollis, Amherst, "Mile Slip," "Monson," "Souhegan West" and "Duxbury School Farms." It was composed of five parcels of land. The first settlements were in 1740 by William Peabody, John Shepard, Benjamin Hopkins, John Burns, Nathan Hutchinson, Abner Hutchinson, Elisha Towne, Caleb Jones, Andrew Bradford, Captain Josiah Crosby and William Wallace. Part of Milford was annexed to

Amherst in 1842 and part of Lyndeborough was annexed to Milford in 1873. Population, 3,783. There is much manufacturing and a good deal of granite quarrying carried on in this town.

Brookfield Incorporated, 1794—Brookfield was formerly a part of Middleton ("Kingswood") and was incorporated in 1794. The first town meeting was held the next year at the house of Richard Hanson. Population, 186. The town lies northeast of Concord about 45 miles and is easily accessible by motor routes. The town has something of historic interest, the first settler being Nicholas Austin and the first frame house was erected by Richard Hanson.

Stewartstown Incorporated, 1795—Stewartstown was granted in 1770 to Sir James Cockburne, Sir George Colebrooke and John Stuart, of London, and John Nelson, of the Island of Grenada, and was named "Stuart" or "Stuart-town" in honor of one of the grantees. It was incorporated in 1795 and again in 1799 as "Stuart." There were no permanent settlements until after the Revolutionary War. During the second war with England, in 1812, a fort was built in town. Population, 1,109. Lumbering is carried on extensively in this town and within a few years furniture manufacturing has become one of the chief businesses.

Tuftonboro Incorporated, 1795—Tuftonboro was granted in 1750 by the Masonian Proprietors to John Tufton Mason and named "Tuftonborough" in his honor. Later the name was changed. Woodbury Langdon once purchased a large part of the town. No settlements were made until during the Revolutionary War, in 1780 to 1785. An inventory in 1788 contained the names of 13 settlers, including Phineas Graves, Benjamin Bean, Edward Moody, Obadiah Brown, William C. Warren, Hanson Libbey, Jonathan Brown, James Whitehouse, William Melling, Elisha Abbott, Benjamin Young and Grafton Nutter. In 1790 there were 109 residents, and in 1795 the town was incorporated. The first meeting was held the following year in the home of William Copp. A road from Wolfeboro to Tuftonboro was laid out in 1796. Cow Island was annexed in 1799. Four more islands were annexed in 1858. A small tract of land was set off to Wolfeboro in 1858. Another island was annexed in 1863. In 1800 a Congregational Church was organized, and later merged with the Methodist Church. The town house was built in 1819; the first Christian Church established in 1820; the Free Baptist in 1837, and the second Christian in 1864. The town furnished 128 soldiers for the Civil War. Population, 611.

Danbury Incorporated, 1795—Danbury was made from a part of Alexandria and incorporated in 1795. In 1808 the boundaries were established between Danbury and Hill ("New Chester") and Alexandria. In 1848 part of Wilmot was annexed and in 1858 part of Hill. Danbury was annexed to Merrimack County in 1874. Another part of Wilmot was

annexed to Danbury in 1878. Population, 516. The town is situated about 30 miles northwest of Concord.

Stark Incorporated, 1795—Stark was granted in 1774 to Jacob Walden and others and called "Percy" in honor of the King's chaplain, Thomas Percy. It was incorporated in 1795 with the name "Piercy." Part of Stratford and all of "General John Winslow's Grant" was annexed in 1832 and the name changed to Stark in honor of Gen. John Stark. Part of the town was annexed to Lancaster in 1840, parts to Northumberland in 1855 and 1863, and part to Dummer in 1868. Population, 339.

Alton Incorporated, 1796—Alton was incorporated in 1796, as follows: "Easterly on New Durham, northerly on Wolfeborough, northwesterly on Winnipiseokee Pond, westerly on Gilmanton, and partly on Barnstead." It was formerly known as "New Durham Gore" and had been settled in 1770. In 1799 Barndoor Island was annexed to Alton. Parts of the town were annexed to Barnstead in 1840 and to Wolfeborough in 1849. Population, 1,221. Alton includes Alton Bay, famous for its Advent Camp Meetings. It is a popular summer resort. The principal industry is shoe manufacturing.

Colebrook Incorporated, 1796—Colebrook was granted in 1762 as "Dryden" and regranted in 1770 under the name of "Colebrooke Towne" and incorporated as Colebrook in 1796. The Upper Coos Railroad to Colebrook was opened in 1887. Population, 1,811.

Jefferson Incorporated, 1796—Jefferson was granted in 1765 to Col. John Goffe and others, and was known as "Dartmouth." It was regranted in 1772 to Theodore Atkinson and others, and settlements were then made by Col. Joseph Whipple and Samuel Hart, of Portsmouth. The town was incorporated in 1796 and named Jefferson in honor of Thomas Jefferson, who was that year elected vice-president. Part of Kilkenny was annexed in 1842. Population, 960. Jefferson is another of the towns in northern New Hampshire that has long been favorably known as a summer resort.

Columbia Incorporated, 1797—Columbia was granted in 1762 as "Preston" and regranted in 1770 under the name of "Cockburne Towne," and three years later a grant of about 6,000 acres, including this place, was made to Seth Wales and 17 others. In 1797 the place was incorporated as "Cockburne" and in 1804 "Wales' Location" was annexed to it. The name was changed to Columbia in 1811. Population, 601.

Windsor Incorporated, 1798—Windsor was formerly known as "Campbell's Gore," and in 1797 "Wheeler's Gore" was annexed to it. The next year the town was incorporated and the name changed to Windsor, after an English town. It is one of the smallest towns, both in area and population. Population, 21.

Farmington Incorporated, 1798—Farmington was incorporated out of Rochester, in 1798. Fourteen years later Henry Wilson, who became Vice-President, was born here. It was known previously as "Farmington Dock." Population, 2,461. Farmington is about 25 miles northeast of Concord and is well known as a shoe manufacturing center.

Bethlehem Incorporated, 1799—Bethlehem was granted in 1774 and called "Lloyd Hills," and was incorporated in 1799, bounded by Franconia, Littleton, Whitefield and Carroll. Additions were made to the town in 1848 and 1873. Population, 866. One hundred miles north of Concord, the town abounds in productive soil and has also become noted as a summer resort, because of its high altitude. It has more hotels than any other place in the State.

Jackson Incorporated, 1800—Jackson was originally made up from a number of State grants that were issued to soldiers who served in the French and Indian wars, and were known as the Wentworth, Treadwell, Gilman, Gridley and Rogers grants; and the first name of the town was "New Madbury." Benjamin Copp made the first settlement in 1778, and for 12 years he and his family lived there alone. In 1790 five other families, Joseph Pinkham, Joseph D. Pinkham, Clement Meserve, Jonathan Meserve and John Young settled there. The Meserves petitioned to have the town incorporated in 1796, 1797, 1799 and 1800, and the fourth request was granted. Upon incorporation the name of the town was changed to "Adams" in honor of John Adams, who was President. In 1806 the State granted 300 acres of land to the town for school purposes. In 1819 part of the town was annexed to Bartlett, and in 1822 part of Bartlett was annexed to "Adams." The name was changed to Jackson on the Fourth of July in 1829 in honor of Andrew Jackson, who was then President. Part of Bartlett was annexed in 1839. Population, 533. The town is situated in the heart of the White Mountains and formerly derived much distinction as being one of the State's principal summer resorts. For several years, however, it has become almost as well known as a winter resort, several of the largest hotels in the town remaining open during the entire year as an accommodation for those interested in winter sports.

Ellsworth Incorporated, 1802—Ellsworth was known as "Trecothick" from the time it was granted in 1769 until its incorporation in 1802. The town was settled in 1790 by Jonathan T. Downing, of Gilmanton. Population, 30.

Milton Incorporated, 1802—Milton was originally a part of Rochester, known as "Third Parish" or "Northeast Parish," and in 1802 it was set off and incorporated. The first settlement was by Jonathan Twombly, about 1760. The second settler was Richard Walker. Milton Mills was settled about 1785. The town was called during the early settlements "Palmer's Mills" and "Three Ponds." The town furnished eight men for

the Revolutionary army, 54 for the second war with England, and 150 for the Civil War. In 1858 part of Milton was annexed to Wakefield. Population, 1,428.

Mont Vernon Incorporated, 1803—Mont Vernon was set off from Amherst and incorporated in 1803. Part of Lyndeborough was annexed in 1853. Population, 308. This town in late years has enjoyed no little distinction in having become an excellent summer resort.

Whitefield Incorporated, 1804—Whitefield was granted in 1774 to Josiah Moody and others, who named it "Whitefields." In 1801 the first settlements were made by Col. Joseph Kimball, Maj. John Burns and John McMaster. In 1804 it was incorporated and the name changed to Whitefield. The first town meeting was held the following year at the home of Major Burns. In 1824 the post office was established and William Dodge was the first postmaster. Population, 1,935. Although Whitefield is one of the busy towns of Coos County, it has in late years derived some distinction as being an admirable summer resort. The population shows a marked increase since the census of 1910.

CHAPTER XXIV.

ADMINISTRATIONS OF GOVERNORS JOHN LANGDON, 1805-1809, 1810-12; JEREMIAH SMITH, 1809; WILLIAM PLUMER, 1812 AND 1816-19; AND JOHN T. GILMAN, 1813-16.

Langdon Again Becomes Governor, 1805—Jeremiah Smith Elected, 1809—Sketch of Governor Smith—Madison Succeeds Jefferson as President—Members of Congress from New Hampshire—Capitol Moved to Concord—Murder of Russell Freeman—Langdon Governor Once More, 1810—Plumer Elected Governor by the Legislature in 1812—Sketch of Governor Plumer—War Declared Against England, 1812—General Dearborn in Command—Strength of the Militia—Governor Plumer Calls Out the Militia—Recruiting at Concord—Colonel Miller—Madison Reëlected President, 1812—Federalist Party in Power—Governor Gilman Restored to Office, 1813—Naval Operations at Portsmouth—British Blockade in 1814—Fire at Portsmouth—Hartford Convention—William Plumer Regains Governorship—James Monroe Becomes President, 1816-24—Reorganization of the Courts—Dartmouth College Controversy—Wilmot Incorporated, 1807—Roxbury Incorporated, 1812—Gilford Incorporated, 1812—Troy Incorporated, 1815.

John Langdon Again Governor—John Langdon came to the governorship in the Republican victory of 1805. He was reëlected at the three ensuing State elections. Since he had retired as "president" in 1798, 16 years had elapsed and there had been three other chief executives. Governor Langdon himself had spent the interim in the United States Senate and in other important positions.

The vote at each of the four elections in which he was chosen Governor during this, his third period of service as chief executive, was as follows:

1805.

Whole vote	28,443
Scattering	59
John T. Gilman, *F*	12,287
John Langdon, *R*	16,097

1806.

Whole vote	20,573
Scattering	255
Oliver Peabody	866
Jeremiah Smith	902
John T. Gilman, *F*	1,553
Timothy Farrar, *F*	1,720
John Langdon, *R*	15,277

1807.

Whole vote	16,861
Scattering	2,949
John Langdon, *R*	13,912

1808.

Whole vote	15,899
Scattering	1,997
John T. Gilman, *F*	1,261
John Langdon, *R*	12,641

In 1809 Governor Langdon, running for a fifth term, was defeated by Jeremiah Smith, Federalist candidate. Judge Smith was afterwards chief justice of the supreme court, and a descendant of the same name is a

distinguished lawyer in Boston and was financial administrator of Hungary during the period following the World War.

Sketch of Governor Smith—Governor Smith was born in Peterborough in 1759. He was of Scotch descent. He served in the Revolutionary War and was wounded at the battle of Bennington, being then 17 years old. After recovering from his wound he attended Harvard College for two years and then Rutgers College, which was known at that time as Queen's College, and he graduated from it in 1780. He taught school at Phillips Andover Academy and Salem, Mass., and then studied law and began its practice in Peterborough. He became a selectman and representative to the Legislature and was a colonel on the staff of Governor Josiah Bartlett. In 1791 he was a member of the constitutional convention and chairman of the committee that revised the Public Statutes. He was a member of Congress from 1791-1797, where he supported the Washington administration. He resigned to become United States district attorney and took up a residence at Exeter. In 1800 he became judge of probate for Rockingham County, in 1801 United States Circuit Judge, and in 1802 chief justice of New Hampshire. He resigned from this position to become governor and, being defeated for reëlection in 1810 and again defeated in 1811, he was put back as chief justice in 1813. Three years later he was legislated out of office and resumed the private practice of law. In 1820 he retired and died at Dover in 1843, whence he had removed the previous year.

Jefferson's Leadership—The national leader of the Republicans was Thomas Jefferson and the success of his administration was largely responsible for the growth of the Republican party in the Granite State. The two parties were of about equal strength at times. In 1804 Governor Gilman's majority over Langdon was only 150 votes and Langdon was elected Speaker of the House under Gilman. That Legislature voted to ratify an amendment to the Federal constitution to provide that candidates for President and Vice-President should be voted for separately and specifically. Governor Gilman vetoed the ratification on the ground that "the office of Vice-President may be deemed less respectable than heretofore." The amendment was adopted, however, by enough other States.

Presidential Election of 1808—The Federalist party carried the Presidential election of 1808 by a small majority, but in the Nation the Republicans were successful and President Jefferson was succeeded in the presidency by one of his own party, James Madison. The New Hampshire vote was as follows.

Charles C. Pinckney, Federal (defeated)	14,006
James Madison, Republican	12,744

ELECTORS—Oliver Peabody, Timothy Farrar, Robert Wallace, Jeremiah Smith, Benjamin West, Samuel Hale, Jonathan Franklin.

Members of Congress—Senator Plumer had retired from the Senate in 1807 and the Legislature elected Nahum Parker of Fitzwilliam to succeed him. Three years later, in 1810, Senator Parker was succeeded by Charles Cutts of Portsmouth who served three years.

In the lower House of Congress, two new Congressmen had gone into the House of Representatives in 1805 to serve only one term. They were Thomas W. Thompson, a Concord lawyer, and Caleb Ellis, of Claremont.

In 1807 the State's delegation of five Congressmen was entirely changed in personnel. The new members were Daniel M. Burrel of Dover, Clement Storer of Portsmouth, Jedidiah K. Smith of Amherst, Francis Gardner of Walpole and Peter Carleton of Landaff.

In 1809 there was another brand new lot of Congressmen and they served only one term also. They were Nathaniel A. Haven of Portsmouth, William Hale of Dover, James Wilson of Peterborough, John C. Chamberlain of Charlestown and Daniel Blaisdell of Canaan.

In 1811 a third consecutive delegation of single-termers took their seats in Washington. They were George Sullivan of Exeter, Dr. Josiah Bartlett, Jr., of Stratham, John A. Harper of Meredith, Samuel Dinsmoor of Keene and Obed Hall of Bartlett.

Capitol at Concord—The three most important towns at this time were Portsmouth, Gilmanton and Londonderry, in that order. Portsmouth remains a city today. Gilmanton and Londonderry, however, have sunk into positions of minor importance and their places taken by industrial centers favored with locations on the Merrimack River.

In 1805 the Legislature passed an act regulating the manufacture and sale of bread and the inspection of beef, which remind us that the food problem and food administration existed in the early days. There was also enacted the same year a law to provide that loafers should go to work and all those who "by excessive drinking, gaming, idleness, or vicious habits of any kind," should so squander their time as to become exposed to suffering and want.

School districts were established and the advantages of common school education were extended to all the people. The capitol of the State was definitely established at Concord, where it has since remained. From the time of the first New Hampshire government down to the Revolutionary War (1680-1775) the capitol had been at Portsmouth. During the war and down to 1807, the capitol moved from town to town holding sessions at Portsmouth, Exeter, Concord, Hopkinton, Dover, Amherst, Charlestown and Hanover. From 1807 to 1819 the government sat in the old Concord Town House that stood where the Merrimack County building stands today. The present State House was built in 1816 to 1819 and was remodeled in 1864 and 1909.

Imprisonment for debt was enforced frequently during this period.

One of the victims was Russell Freeman of Hanover, who had been Speaker of the House of Representatives and a member of the Governor's Council for five years. He was incarcerated at Haverhill jail and, with a cell-mate, was foully murdered by a companion in misfortune. The murderer, Josiah Burnham, was afterwards hanged.

In 1805 a law was passed prohibiting the importation of slaves into the State. It was not until 1807 that an anti-lottery law was passed.

Settlements extended into the extreme northern part of the State and to the banks of the Connecticut River. A highway twenty miles long was built from Bartlett through the White Mountain Notch, opening up a territory that has since become known as the "Switzerland of America."

Langdon Again Reinstated Governor—In 1810, the Federalists renominated Governor Smith, and again in 1811, but the State had swung back to Republicanism, and he was fated, as he himself humorously said, to be "turned out to pasture a yearling." In 1812 the Federalists once more turned to John Taylor Gilman, hoping to profit by the strength of his name, his personal character and his record in public office, but they were to be again disappointed. Governor Langdon was now advanced in years, and positively refused a renomination. William Plumer, who, since his return from Washington, had served two terms in the State Senate and had filled the position of president of that body, was nominated for Governor by the Republicans. A campaign of unusual bitterness ensued, and when the votes were counted, it was found that eight or nine hundred had been cast for other than the regular candidates, and there was no choice by the people.

On June 4, the Legislature, in convention of the two houses, elected Plumer by 104 votes against 82 for Gilman. He was notified of his election at his home in Epping, and assumed the duties of the office on June 6. All branches of the State government, including the council and the judiciary, were now Republican and in sympathy with the policies of the administration at Washington.

The vote for Governor at these elections was:

1809.	
Whole vote	30,983
Scattering	132
John Langdon, *R.*	15,241
Jeremiah Smith, *F.*	15,610

1810.	
Whole vote	31,575
Scattering	84
Jeremiah Smith, *F.*	15,166
John Langdon, *R.*	16,325

1811.	
Whole vote	32,096
Scattering	65
Jeremiah Smith, *F.*	14,477
John Langdon, *R.*	17,554

1812.	
Whole vote	31,982
Requisite for choice	15,992
Scattering	877
William Plumer,* *R.*	15,492
John T. Gilman, *F.*	15,613

* Elected by Legislature.

Sketch of Governor Plumer—William Plumer was born at Newburyport, Massachusetts, June 25, 1759, and removed with his parents to

Epping in 1768. His childhood and youth were passed upon the farm, but at 21, having become deeply interested in religion, he set out as a wandering Baptist preacher, although he was never ordained. He appears to have been unusually successful, but a change having taken place in his views which he could not conscientiously reconcile with the prevailing doctrines of the time, he abandoned the ministry and, in 1787, was admitted to the bar, where he soon took a place in the front rank among the members of his profession. He served eight terms in the Legislature, and in June, 1802, was chosen by the Legislature to the Senate of the United States to fill the unexpired term of James Sheafe, who had resigned. At this time, and until the close of his Senatorial term in March, 1805, he was a Federalist, but becoming dissatisfied with the course of the leaders, especially that of certain Federalists in New England, who, he had reason to believe, contemplated and desired the dismemberment of the union of States, he allied himself with the Republican, afterwards the Democratic party, with which he remained until his death at past 91, on December 22, 1850, having for several years enjoyed the distinction of being the then oldest living member of the Congress of the United States.

Governor Plumer was escorted to Concord with something of the pomp characteristic of the time, took the affirmation of office, for in all his long life he never took an oath, and proceeded to deliver an inaugural address of unusual vigor and power. War with Great Britain was not yet declared, but there was no doubt that it was inevitable, and it fell to Governor Plumer to sound the first, and almost the only note, of encouragement to the National Government.

Second War With England—On the evening of June 23, 1812, Governor William Plumer, at his home in Epping, received by express a letter from Major-General Dearborn at Washington informing him that the government of the United States had declared war against Great Britain, and "requesting" the Governor to order out one company of artillery, and one of infantry, of the detached militia, and place them under the command of Major Upham of the United States Army, at Portsmouth, for the defense of the sea coast.

This same day in June, 1812, Napoleon's grand army of more than 425,000 men is crossing the River Nieman, at Kovno, on its disastrous march to Moscow, from which not more than 25,000 will return. In Spain and Portugal the Peninsular War is at its height. With the action by the Congress of the United States, there is no longer a nation in all Christendom which is not involved in war. Napoleon is at the summit of his pride and power; George III is King of England, but his son, afterwards George IV, is regent; Liverpool, the second earl of the name, has been prime minister since that day in the preceding month when Spencer

Percival, responsible more than any other man for the strained relations between England and America, was shot, in the lobby of the House of Commons by the madman, Bellingham. James Madison is serving his first term as President of the United States; James Monroe is Secretary of State; Henry Dearborn, a native of New Hampshire, a soldier of the Revolution and Secretary of War under Jefferson, is the senior major-general of the United States Army. New Hampshire is represented in the United States Senate by Nicholas Gilman of Exeter and Charles Cutts of Portsmouth.

The New Hampshire delegation in Congress voted in favor of the war by a majority of one vote. Representative John A. Harper sat on the Committee on Foreign Relations.

On June 24, 1812, Governor Plumer issued an order to General Clement Storer, commanding the Eastern brigade of the detached militia, to supply two companies in compliance with General Dearborn's requisition. Both companies were on duty at Portsmouth by the 30th of the month, one under the command of Captain Robert Neal, and the other under Captain Samuel Shackford.

Military Strength in 1812—William Plumer as Governor was commander-in-chief of the militia, which was in those days a formidable force, at least on paper. The entire population of the State was 214,414 souls. But it supported a military establishment of no less than 37 regiments of infantry organized in six brigades, which were combined in three divisions, each division commanded by a major-general.

All able-bodied males from 18 to 45 years of age were liable and subject to military duty except "Clergymen, Paupers, and Idiots." Post-offices were few and far between in those days. The mail order houses did less business than they do now. A study of the figures showing the population of the towns reveals the sorry fact that many have far fewer inhabitants now than they had in 1810.

New Hampshire poured its young blood into other States, West and South. People came in from Europe and Canada to supply the labor that would have been supplied if these people had remained here. There were no labor unions then and the newcomers were willing to work for the much lower rates of wages that prevailed in the countries from which they came. This meant that thousands of New Hampshire born people left the State instead of entering industrial employment here. Only in a very limited degree did the newcomers go to the farms, which explains why our manufacturing towns have managed to grow without difficulty and our farming population has decreased.

Plumer Calls Out Militia—In striking contrast with the conduct of the Governors of Massachusetts and Connecticut in refusing to call out the militia of their respective States, and of the Governor of New York

in restraining the militia of his State to the New York side of the frontier, was the prompt and decisive action of Governor Plumer in ordering out detachments of the New Hampshire militia, in placing them under the command of a regular army officer, Major Timothy Upham, and in sending a portion of the troops outside of the State to the occupation of Fort McClary, which was on the opposite side of the Piscataqua River, in what was then Massachusetts territory, but is now a part of the State of Maine. The Governor and General Michael McClary, adjutant-general, were bitterly assailed by the Federalists for what the latter claimed to be a high-handed and unwarranted assumption of authority. The outcry was particularly loud against what the Federalists maintained was an outrageous violation of the constitutional rights of the citizens in sending them outside the limits of the State.

On May 8, 1812, six weeks before the actual declaration of war, General Moody Bedel, commanding the 6th Brigade of the New Hampshire militia, and who had been commissioned as a lieutenant-colonel in the regular army, opened a recruiting office at Concord. He had been placed in charge of the district of New Hampshire for recruiting, and his orders were to recruit seven companies. Between that date and the 16th of September he recruited 379 men and marched them to Burlington. These recruits were for the 11th Regiment, United States Infantry, of which he was lieutenant-colonel. It was fully organized in the winter of 1812, and, having become a veteran, disciplined regiment, rendered efficient service on the Niagara frontier in the summer of 1814. After Chippewa, Lundy's Lane and Fort Erie, it was deservedly known as "the Bloody Eleventh." This regiment was composed almost wholly of New Hampshire men.

A considerable number of New Hampshire men took part in the first campaign of the war, which ended so disastrously in the surrender of the American Army at Detroit. Lieutenant-Colonel Miller commanded the 4th Regulars, which bore a highly creditable part in that campaign, and this regiment had been recruited largely from New Hampshire.

Colonel Lewis Cass, who commanded a regiment of Ohio volunteers, was also a native of the State, having been born at Exeter, October 9, 1782.

James Miller, of Peterborough, and James McNiel, of Hillsborough, distinguished themselves as brigadier-generals of the army.

Presidential Election of 1812—The political differences which began in the last Presidential term of George Washington increased in intensity during the administration of John Adams, degenerated into bitter partisanship while Jefferson was President, and developed into a spirit of antagonism closely approximating disloyalty when, in the administration of Madison, war was declared against Great Britain. In New

England the opposition to the war was so pronounced that the English Government counted seriously upon the possibility of secession and the voluntary return of the New England States to British rule. For this reason there was no attack by British ships on the New England coast during the first two years of the war. But the British ministry wholly misunderstood the attitude of the Federalists. They were bitterly and uncompromisingly opposed to the Madison administration and the Republican party which was then in control of the Government, but there is no substantial evidence that more than a few of the most extreme Federalists ever entertained the thought of secession and dismemberment of the Union.

At the presidential election of 1812, the Federalist party won. The whole vote cast was 34,800; necessary for a choice, 17,401, and the Federalist candidates were elected by votes varying from 18,839 to 20,386, this larger vote having been cast for John Goddard.

The electors who had been chosen, and who subsequently cast their vote for DeWitt Clinton for President, were John Goddard, Oliver Peabody, Samuel Hale, Nathan Taylor, Timothy Farrar, Benjamin West, Caleb West and Jonathan Franklin. It is worthy of note that the Republicans of the Legislature had been true to their principles in leaving the choice of presidential electors to the people. Had they retained the power of choosing electors in their own hands, as the Vermont Legislature did, and as the Federalist Legislature of New Hampshire did down to and including 1800, the electoral vote of New Hampshire would have been cast for Mr. Madison. It is said that Daniel Webster had declared in this same year 1812 that if the Federalists had a majority of one vote in the Legislature, the choice would have been made by that body. As the result proved the Federalists were at an advantage in the submission of the vote of the people rather than to the Legislature.

The election had resulted in the choice of an entire Federalist delegation to Congress. New Hampshire was in 1812 entitled to six Representatives in the lower House, and the delegation for the Thirteenth Congress was composed wholly of new men, as follows: Daniel Webster, of Portsmouth; Bradbury Cilley, of Nottingham; William Hale, of Dover; Samuel Smith, of Peterborough; Roger Vose, of Walpole, and Jeduthan Wilcox, of Orford. The Republican candidates for Congress who were defeated at this memorable election were: John F. Parrott, John A. Harper, David L. Morrill, Samuel Dinsmoor, Jesse Johnson, Josiah Butler. Of these defeated candidates Harper and Dinsmoor had already been in Congress, Parrott and Butler were to go later, and Morrill was to be sent to the United States Senate, and Morrill and Dinsmoor were to become Governors of the State.

State Elections During the War—In 1813 Governor Plumer was defeated for reëlection by his predecessor, John T. Gilman. The result of

the political campaign of 1813 was the election of a Federalist Governor and a Federalist majority in the Council, Senate and House. From the June following, New Hampshire presented the anomalous spectacle of a State whose government in all its branches was hostile to the administration and opposed to the war.

The vote at State elections during the war was:

1813.	
Whole vote	35,729
Scattering	212
William Plumer, *R.*	17,410
John T. Gilman, *F.*	18,107
1814.	
Whole vote	38,562
Scattering	73
William Plumer, *R.*	18,794
John T. Gilman, *F.*	19,695
1815.	
Whole vote	36,194
Scattering	38
William Plumer, *R.*	17,799
John T. Gilman, *F.*	18,357

Congressional Delegation—In 1813 Senator Charles Cutts was succeeded after a legislative deadlock by Jeremiah Mason, of Portsmouth, who served in the Senate four years. Senator Nicholas Gilman the next year was succeeded by Speaker Thomas W. Thompson, of Concord. Both these Senators were members of the Federalist party. In 1817 two new Senators were elected, David L. Morrill, of Goffstown, a member of the Federalist party, and Clement Storer, of Portsmouth, a Republican. Senator Morrill served six years and then became Governor in 1823. Senator Storer served two years and was succeeded by John F. Parrott, a Portsmouth merchant, who had served in the lower branch of Congress.

In the House of Representatives the election of 1814 brought but one change. Charles H. Atherton, of Amherst, was elected to succeed Samuel Smith, of Peterborough.

In 1816 six new Congressmen were elected. They were: Clifton Claggett, of Litchfield, who had retired 12 years previously from Congress; John F. Parrott, of Portsmouth; Josiah Butler, of Deerfield; Nathaniel Upham, of Rochester; Salma Hale, of Keene, and Arthur Livermore, of Holderness. Mr. Parrott served only one term and then went to the Senate. Mr. Hale served one term and was succeeded by Joseph Buffum, of Keene. Mr. Parrott's successor was William Plumer, Jr., of Epping, son of the distinguished Governor.

Privateers From Portsmouth—Portsmouth was the scene of the greatest activity during the war. Sixteen privateers were fitted out and sailed from that port, and they captured hundreds of prizes on the high seas.

On land the New Hampshire troops participated in General Hull's march to Detroit, and some were taken prisoners when the general surrendered to the British.

At first the British protected the New Hampshire coast, and, in fact, all of New England, from the blockade, because of the expectation that

New England would not support the war, but might side with the British. When it was found that New England was loyal, the blockade was extended to cover the entire New England seacoast. In 1814 the British plundered and burned a number of towns, including the capital at Washington.

The Piscataqua harbor and "Coös Country" were in danger, and demanded the attention and energy of our State government. In 1813 five companies of the militia were detached—four of them being stationed at Portsmouth, under Major Bassett, and one, under Captain E. H. Mahurin, at Stewartstown, in the "Coös Country." In 1814 an attack from the British fleet off our coast was expected to be made upon the navy yard at Portsmouth, and upon the town itself, and was probably only prevented by the presence of the State militia, which, upon the call of Governor Gilman, rushed to their protection with its former alacrity and patriotism. More than 3,000 men of the militia of New Hampshire were at Portsmouth and upon the shores of the Piscataqua, at the call of our State government in 1814.

The war came to an end when peace was signed at Ghent, in Belgium, December 24, 1814, and after the treaty but before the news of it had reached this country, General Andrew Jackson defeated the British at the battle of New Orleans, January 8, 1815.

Portsmouth Fire and Hartford Convention—In the fall of 1813 a great fire broke out at Portsmouth and destroyed 180 dwelling houses and 64 other buildings occupying the space of 15 acres. The property loss was $300,000, and the public contributed $77,000 toward the relief of sufferers from this fire.

About the time of the close of the war a convention was held at Hartford, Connecticut, to consider what should be the policy of the New England States toward the continued support of the Government in the war. Governor Gilman wanted New Hampshire to be represented, and he endeavored to call a special session of the Legislature for that purpose. But a majority of the Governor's Council being of the Republican party and opposed to any such proposition, checked the Governor from carrying out his plan. From that day to this the action of the Council on that occasion has been cited as one important reason why the Governor's Council should not be abolished.

Mills Olcott and Benjamin West attended the convention from New Hampshire, but they were not the official representatives of the State. Olcott represented the Federalists of Grafton County, West, those of Cheshire County. The convention proved to be a disgrace to those who participated in it and unpopular among the people.

Peace in 1815 brought a great change in political circles. Party differences in State and country ceased, and apparently all strife between political forces was subdued. The Federal party went out of existence

and for a time none took its place. The Dartmouth College case, however, attracted as much attention as any political issue; in fact, it almost assumed the proportions of a political controversy, but after the decision of the United States Supreme Court and the death of John Wheelock the Dartmout College case ceased to be a subject of controversy in the political history of New Hampshire.

Before the legislative session of June, 1812, there were eight offences punishable by death, but at that session they were reduced to two—murder and treason—also the old punishments of the whip and pillory were condemned as unworthy of the intelligence of an enlightened community.

Governor Plumer Restored to Power—At the election of 1816, the Federalists supported as their candidate for the office of Governor former Senator James Sheafe, of Portsmouth; the Republicans, however, effected the election of William Plumer by a majority of about 2,000 votes, and secured majorities in both branches of the General Court. The vote was:

1816.

Whole vote	38,407
Scattering	75
James Sheafe, *F.*	17,994
William Plumer, *R.*	20,338

1817.

Whole vote	35,375
Scattering	112
Josiah Bartlett	539
Jeremiah Mason, *F.*	3,607
James Sheafe, *F.*	12,029
William Plumer, *R.*	19,088

1818.

Whole vote	31,465
Scattering	922
William Hale, *F.*	5,019
Jeremiah Mason, *F.*	6,850
William Plumer, *R.*	18,674

A peculiarity of the Legislature at this time was that at three consecutive sessions, beginning in 1818, Jonathan Harvey, of Sutton, was President of the Senate and his brother, Matthew Harvey, of Hopkinton, was Speaker of the House of Representatives.

Election of President Monroe—In 1816 James Monroe was elected President and unanimously reëlected in 1820; the New Hampshire vote being:

1816.

James Monroe, Republican (elected)	15,188
Rufus King, Federal	13,367

ELECTORS—Daniel Young, Thomas C. Drew, Jacob Tuttle, Richard H. Ayer, Amos Cogswell, William Badger, Benjamin Butler, Thomas Manning.

1820.

James Monroe, Republican (unanimously reëlected).

ELECTORS—William Plumer, William Fisk, Samuel Dinsmoor, Nathaniel Shannon, Ezra Bartlett, David Barker, John Pendexter, James Smith.

President Monroe's Visit—To the Federal candidate in 1816, Rufus King, of New York, the returns of the votes for a successor to Mr. Madison in the Presidency of the United States, gave but a small number—Mr. Monroe received a great majority, including those of New Hamp-

shire, and was inaugurated on the 4th of March. In the following summer he made a tour of observation in the Northern States, and was received by both political parties with cordiality and respect. He came from Boston to Portsmouth, and went thence into Maine. On his return he passed through Dover, Concord, and Hanover into Vermont, and was everywhere received with processions, addresses, entertainments, and other marks of popular respect. One object of the tour was to allay the irritations subsisting between the great political parties, and in this he succeeded to a considerable extent. His visit brought them in contact under circumstances favorable to the excitement of kindly feelings; there was a mitigation of party spirit; in many places an "era of good feelings" commenced and continued for several years. At Hanover occurred a little incident which imparted to his visit in that village no small degree of interest. Mrs. Wheelock, the widow of the late President Wheelock, was one of a circle of ladies and gentlemen, met to enjoy an interview with the President. Forty years before, when a resident of New Jersey, she had nursed Mr. Monroe, then a lieutenant in the American Army, in a severe illness occasioned by a wound he had received in the battle of Trenton. Though he had not seen her since, the President recognized her, and manifested much gratification at so unexpected an opportunity of expressing his gratitude to his former benefactress.

Governor Plumer as an Elector—Governor Plumer was the only presidential elector in the country in 1820 who declined to vote for the reëlection of President Monroe. It has been said by some historians that his reason was that he did not believe "anybody should stand in Washington's shoes." Washington was the only President elected by unanimous vote, and Monroe would have been so elected at his second election if Governor Plumer had been willing to vote for him. It is believed now that the real reason why Governor Plumer refused to vote for him was because he preferred John Quincy Adams, whom he voted for.

Governor Gilman, who had declined to be a candidate for reëlection, took his final leave of public life in 1816 and passed the residue of his years in retirement at his seat in Exeter. The Republican Legislature of that year repealed the Judiciary Act of the Federal Legislature of 1813, thereby abolishing "The Supreme Judicial Court," and restoring the former "Superior Court of Judicature."

Jeremiah Smith was appointed chief justice of the Supreme Judicial Court of 1813 and he brought to the new court great wisdom and influence as might be expected from one of the ablest lawyers of the State. At the time of his elevation to the Supreme Bench he had two associates, neither of whom was trained to the law, nor had they any more knowledge of legal procedure than any well educated men might have, but the chief justice very soon brought order out of chaos in the jurisprudence

of the State. Daniel Webster, in writing to Chancellor Kent, said that when Jeremiah Smith was appointed chief justice of the State "it was a day of the gladsome light of jurisprudence. He knows so much more about the law of New England than I do that I forbear to speak on that point." This was certainly a grand tribute from a high authority. In comparatively recent times the late Chief Justice Doe, of New Hampshire, made this declaration: "At the time of Judge Smith's elevation to the chief justiceship of the State his two associate justices were clergymen with no training in law." Judge Smith was a man who possessed remarkable conversational powers. On this point it may not be out of place to again quote Mr. Webster: "Jeremiah Smith was perhaps the best talker I have been acquainted with; he was full of knowledge of books and men, had a great deal of wit and humor, and abhorred silence as an intolerable state of existence."

It would be difficult to select a decade in the history of New Hampshire which would embrace three such legal and intellectual giants as represented in the persons of Daniel Webster, Jeremiah Mason and Jeremiah Smith. Although Webster removed to Boston in 1816 the other two remained until the inducements offered by the New England metropolis drew Mason there in 1832, where he took rank as a lawyer with Webster and Choate. After Mr. Mason's death in 1848 Mr. Webster paid him this tribute: "As a professional man Mr. Mason's great ability lay in the department of Common Law. In this part of jurisprudence he was profoundly learned. He drank copiously from its deepest springs, and he studied with diligence and success the departures from English Common Law which had taken place in this country, either necessarily from difference of condition, or positively, by force of our own statutes."

Dartmouth College Case—Another important measure of the session related to Dartmouth College. Difficulties of long standing had existed between President John Wheelock and the board of trustees. He had referred the case by a memorial to the Legislature of the preceding year, who had appointed a committee to repair to Hanover and investigate the affairs of the college. Without waiting for a legislative decision, the trustees at the next commencement removed President Wheelock, and appointed the Rev. Francis Brown to preside over the institution. An act was now passed to "Amend the Charter, and enlarge and improve the Corporation of Dartmouth College." It increased the number of trustees, created a Board of Overseers to be appointed by the Governor and Council, possessing a supervisory power over the doings of the trustees, and changed the style of the institution from college to university. As this act in effect deprived the old trustees of the control of the college, and transferred it to men, who, as it was supposed, would

favor a new order of things, a majority of the former body resisted it as unconstitutional.

The university trustees and overseers were unable to form a quorum of their respective boards at their first meeting at commencement, as the former trustees refused to act with them, or to recognize their authority. A legislative act having reduced the number necessary to constitute a quorum, the new trustees afterwards met at Concord, removed President Brown and Professors Adams and Shurtleff from office, reinstated Mr. Wheelock in the presidency, and appointed professors in the room of those whom they had removed. Persons were authorized by them to take possession of the college edifices, library, and apparatus. The newly appointed university officers began a course of collegiate instruction; but as the old officers continued on their part the usual course, in apartments procured for the purpose, and as almost all the students adhered to their cause, the university had little more than a nominal existence.

The old trustees appealed for redress to the Superior Court of the State, whose decision, made in 1817, was against them; on which they carried the matter before the Supreme Court of the United States. During its pendency a variety of transactions, tending to increase the popular excitement, occurred at Hanover. Two rival societies, The Social Friends and The United Fraternity, had long existed among the students, and had accumulated libraries of 2,000 volumes each.

These valuable libraries the university officers wished, of course, to retain in the college edifice; while the members of the societies, who were generally attached to the college and opposed to the university, deeming themselves justly entitled to the superintendence as well as the use of the property, determined to remove it to a place within their own control. On an evening in November, some of the university officers, with several attendants, attempted, according to their own statement, to secure the doors of the library rooms for the purpose of preventing the removal. No sooner had they entered the library of the Social Friends than the cry, "Turn out, Social Friends, your library is broken open!" resounded through the village, and quickly brought together a large number of the college students. Indignant at the entrance, which they viewed as an assault on their property, they compelled the officers to retire into another apartment and detained them there till the removal of the books was accomplished.

In 1819 the Supreme Court of the United States reversed the decision of the Superior Court of New Hampshire, and declared the act of the Legislature intended to new-model the college, unconstitutional and void. This decision, being final, annihilated the university and restored the college to its former standing. It suffered materially in the course

of the controversy by the loss of two or three years' use of the funds, edifices, and library.

President Wheelock died before the decision was made. The people of the State were divided for and against the college, partly by the influence of political feelings, partly on the ground of religious sentiments, and partly by personal and local attachments; the whole affair excited much unfriendly feeling, and was attended with a variety of unpleasant circumstances.

Four New Towns Chartered—During the period covered by this chapter, four new towns were chartered by the State. Wilmot was incorporated in 1807. The towns of Roxbury, Gilford and Troy were chartered during the War with England. The following sketches of these towns are here inserted:

Wilmot Incorporated, 1807—Wilmot was incorporated in 1807 from parts of New London and "Kearsarge Gore." Part of Hill was annexed in 1832. Parts of Wilmot were annexed to Danbury in 1848 and 1878. Population, 536.

The peak of Kearsarge Mountain forms the southern boundary of the town.

The town was named after Dr. Wilmot, who was at one time thought to be the author of the Junius letters.

Roxbury Incorporated, 1812—Roxbury was made up from parts of Nelson, Keene and Marlborough and incorporated in 1812. In 1868 the question of annexation to Keene was submitted to popular vote and defeated. Population, 56.

Gilford Incorporated, 1812—Gilford was originally a part of Gilmanton when that town was formed in 1727 out of "Gunstock Parish." It was settled in 1781 by James Ames and Captain Samuel F. Gilman. In 1812 the Legislature, on petition of Moses Rowell and 148 others, set "Gunstock Parish" off and incorporated it into Gilford, a name bestowed upon it by Captain Lemuel B. Mason, a soldier of the Revolution, who fought at the battle of Gilford Court House in South Carolina, where he derived the name. Six islands in Winnipesaukee Lake were annexed in 1826. Part of Gilmanton was annexed in 1851. Part of Gilford was annexed to Laconia in 1874 and part of Laconia to Gilford in 1876. Population, 738.

Troy Incorporated, 1815—Troy was incorporated in 1815 from parts of Marlborough, Fitzwilliam, Swanzey and Richmond and named in honor of the ancient city. The first person to settle on territory now within the town was William Barker, a native of Westborough, Massachusetts, who came in 1761 and settled in the west part. Some three or four years later Silas Fife came from Bolton, Massachusetts, and settled

in the east part. As the inhabitants increased, quite a settlement was made on the border between Fitzwilliam and Marlborough, which was easier of access than the center of these towns and more convenient for transacting business, so that about 1781 the question of forming a new town was agitated. The agitation kept recurring, and each time was vigorously opposed by the towns interested until 1815, when they allowed the act of incorporation to go through. The town comprises an area of a little more than twelve miles. The boundary between Troy and Marlborough was established in 1847, and in 1870 part of Troy was annexed to Marlborough. Population, 1,444.

CHAPTER XXV.

THE JACKSONIAN PERIOD, 1819-1842.

Rise of the Democratic Party in New Hampshire—Administration of Governor Samuel Bell, 1819-23—Religious Toleration Law—Literary Fund Established, 1821—Census of 1820—Death of General John Stark, 1822—Administration of Governor Levi Woodbury, 1823—Historical Society Established—Administration of Governor David L. Morrill, 1824-27—Presidential Election of 1824—Members of Congress From New Hampshire—Visit of Lafayette, 1825—Adams and Jefferson Die on 50th Anniversary of the Nation, 1826—The Willey Slide, 1826—Administration of Governor Benjamin Pierce, 1827 and 1829—Administration of Governor John Bell, 1828—Jackson Elected President in 1828—Bank Row at Portsmouth—Administration of Governor Matthew Harvey, 1830—Joseph M. Harper Becomes Acting Governor—Administration of Governor Samuel Dinsmoor, 1831-34—Reëlection of President Jackson and His Visit to New Hampshire—Steamboats on Winnepesaukee Lake—First Public Library, 1833—Administration of Governor William Badger, 1834-36—Indian Stream Republic—Administration of Governor Isaac Hill, 1836-39—Presidential Elections of 1836 and 1840—Administration of Governor John Page, 1839-42—Incorporation of Towns—Bristol Incorporated, 1819—Shelburne Incorporated, 1820—Strafford Incorporated, 1820—Hooksett Incorporated, 1822—Randolph Incorporated, 1824—Milan Incorporated, 1824—Derry Incorporated, 1827—Waterville Incorporated, 1829—Freedom Incorporated, 1831—Allenstown Incorporated, 1831—Carroll Incorporated, 1832—Errol Incorporated, 1836—Gorham Incorporated, 1836—Pittsburg Incorporated, 1840—Bennington Incorporated, 1842.

With a skill that knows no measure,
From the golden store of fate,
God in His great love and Wisdom
Made the rugged Granite State.

Political History From 1819 to 1842—There is a period in the political history of New Hampshire known as the Jacksonian era. Andrew Jackson was the seventh President of the United States, and served from 1829-1837. His political lieutenant and Vice-President, Martin Van Buren, succeeded him. For six or eight years before General Jackson was elected President in 1828, he was practically the head of the Democratic party and was the popular choice for the Presidency in 1824. His closest political advisors included several New Hampshire men, such as Isaac Hill and Levi Woodbury, and there never was a time,

except during the administration of Franklin Pierce and later of Woodrow Wilson, when New Hampshire Democrats had such influence and power at Washington.

It was because of this that New Hampshire became a staunch Democratic stronghold and for many years not only cast its electoral vote in the Democratic party, but controlled the governorship and all the State offices.

Jackson was the first President who recognized the fact that in politics to the victors belong the spoils. Nowhere were there stronger advocates of this theory of government than in New Hampshire. And no one denounced this theory of government any stronger than Daniel Webster. Jackson's opponents for the Presidency were first John Quincy Adams and later Henry Clay. In New Hampshire the parties were generally known at first as Adams men and Jackson men and later the Adams men became Whigs and the Jackson men were known as Democrats. An example of the bitterness of the struggle was shown in the action of New Hampshire in changing the name of the town of Adams to Jackson.

Election of Governor Samuel Bell—Governor Plumer having declined another reëlection, Samuel Bell, of Chester, was chosen Governor, in 1819, by a large majority over the Federal candidate, William Hale, of Dover. The number of votes cast was comparatively small, indicating the existence at this period of an apathy in regard to the elections, quite unlike the state of things in former years. There was a feeling in the political parties like that of competitors who have wrestled together, till both are become weary of the struggle. A few years' rest recruited their strength for the renewal of the combat.

Governor Bell belonged to the Republican, or as it soon became, the Democratic party, and he was reëlected each year by practically a unanimous vote. The result of each election was:

1819.	
Whole vote	24,265
Scattering	1,844
William Hale, *F.*	8,660
Samuel Bell, *R.*	13,761

1820.	
Whole vote	24,771
Scattering	2,559
Samuel Bell, *R.*	22,212

1821.	
Whole vote	24,448
Scattering	1,866
Samuel Bell, *R.*	22,582

1822.	
Whole vote	23,980
Scattering	1,046
Samuel Bell, *R.*	22,934

Samuel Bell, ninth Governor of New Hampshire (1819-23), was born at Londonderry, February 9, 1770, fifth son of John and Mary Ann (Gilmore) Bell. His grandfather, John Bell, of Ireland, was married to Elizabeth Todd, and in 1720 emigrated to New England, becoming, that same year one of the proprietors of Londonderry, under the charter of Governor Shute. His youngest son, John, father of Governor Bell, was

a man of marked individuality and importance in church and State. He was a member of the Committee of Safety in 1775, and of the Provincial Congress in 1775-81. In 1776 he was appointed muster master of the New Hampshire troops, and in 1780 colonel of the 8th Regiment. Throughout the Revolutionary struggle much confidence was reposed in him by the prominent men of the State for his sound judgment and steady support of the cause. He was State Senator in 1786-91, and was special justice of the Court of Common Pleas.

Samuel Bell began his education in the common schools of Londonderry, and then at his urgent request was sent to Dartmouth, where he was graduated in 1793. The study of law was next pursued in the office of Judge Samuel Dana, of Amherst, New Hampshire, and in 1796 he was admitted to the bar of Hillsboro County, and began practice at Francestown, which he represented in the Legislature in 1804, 1805 and 1806. As Speaker of that body Bell made a most creditable record, and as President of the State Senate, of which he was a member in 1807 and 1808, he sustained the reputation so justly won. From Francestown he removed to Amherst in 1810, and thence to Chester in 1812. In 1809 he sat in the Governor's Council. The attorney-generalship of the State was offered him, but he declined it, accepting, however, an appointment to the bench of the Superior Court on the reorganization of the State judiciary in 1816, and served until he was elected chief magistrate. Bell was three times reëlected Governor without practical opposition.

He left the chair in 1823 to enter the United States Senate, and there remained under two successive elections until 1835, when he retired from public life and to his farm at Chester. He was a trustee of Dartmouth in 1808-11, and while he was Governor, Bowdoin conferred upon him the degree of LL. D. in 1821. In every situation Governor Bell was an honor to his office and to his State. He was endowed with strong native powers of intellect, and through his life exhibited a firm, consistent and well-balanced character. He was married at Amherst, November 26, 1797, to Mehitabel Bowen, daughter of his old preceptor, Judge Samuel Dana; second, at Amherst, July 4, 1828, to Lucy, daughter of Jonathan Smith, and niece of his first wife. By the first marriage he had four sons and two daughters. The eldest son, Samuel Dana, became chief justice of the State; John, a physician; James, a United States Senator, and Luther V., a physician. By the second marriage he had four sons, two of whom became physicians and two lawyers. One of his daughters, Mary Ann, was married to John Nesmith, afterwards Lieutenant-Governor of Massachusetts. Governor Bell died at Chester, December 23, 1850.

Congressional Delegation—During Governor Bell's administration the State was represented in the Senate by John F. Parrott, of Portsmouth, Republican, and David L. Morril, of Goffstown, "Adams Democrat."

Senator Morril was elected Governor in 1824 and Governor Bell succeeded him, the two exchanging position. Senator Parrott was succeeded in 1825 by Levi Woodbury, after the latter's defeat for reëlection to the Governorship.

In the House of Representatives, three new Congressmen were elected in 1820. They were Matthew Harvey, of Hopkinton, who later became Governor; Aaron Matson, of Stoddard, and Dr. Thomas Whipple, Jr., of Wentworth. In 1822 Ichabod Bartlett, of Portsmouth, and Arthur Livermore, of Holderness, were elected Congressmen. The latter had previously served four years.

Toleration Act and Literary Fund—Soon after Governor Bell's accession to the chair the Legislature passed, not without powerful opposition the well known act commonly called the Toleration Law. Before this time, the law required each citizen to pay his proportion toward the support of the settled minister of the town or parish in which he resided, unless he produced a certificate from some society of another denomination, stating that he attended their worship, and contributed to the support of their religious order. The new act provided that no person shall be compelled to join or support any congregation, church, or religious society without his express consent; and that any person choosing to separate himself from such society shall, on leaving a written notice with the clerk, be exempted from any future expenses that may be incurred by the society.

A law was enacted this year imposing on the banks an annual tax of one-half of one per cent. on the amount of their capital, for the purpose of creating a literary fund. The tax produced at first about $5,000 annually, and in a few years, the avails of it amounted by the accumulation of principal and interest, to more than $50,000. Originally it was intended to constitute an endowment for another college, to be located near the center of the State, and placed under the direction of the State government; but after some years other views prevailed, and the Legislature thought proper to distribute the fund among the several towns, to be applied at their discretion to purposes of education.

Census of 1820—The population of New Hampshire in 1820 was 244,161. The State was divided into six counties, 217 towns, besides several grants and locations. That the people in those days were not unmindful of the scenic beauty of the State, gazeteers of the period say that "the highest mountains in the State are the most elevated east of the Mississippi River, the scenery about these mountains and numerous elevations, lakes and cascades are exceedingly beautiful, and the classic author of the State map has styled it the Switzerland of America.

"The soil of New Hampshire is generally fertile, the best lands are on the borders of the larger rivers, our wide spreading hills being

GENERAL JOHN STARK

of rocky moist and warm soil afford the greenest pasturage and support immense numbers of cattle and sheep.

"Of fruit, we have a variety, no country in the world produces more abundant crops of apples, and our cider, by proper management, may be made of the finest quality."

Roads demanded attention in those days; the principal highways (turnpikes) were constructed at a cost of from $1,000 to $2,000 a mile.

The State tax for the year 1821 was $30,000, and of this $250 was for the benefit of agriculture, $190 for bounty on wildcats.

The Merrimack was navigable as far north as Concord at a cost of $627,000. A company was formed but not incorporated to make the river navigable as far north as Wentworth. It was proposed to connect the Connecticut River with the Baker's River at Wentworth *via* Baker ponds and Indian ponds in the towns of Wentworth and Orford for power and navigation purposes.

Teachers were not qualified to teach unless they could procure a certificate from some able and respectable teacher or learned minister of the gospel. The law required a teacher to procure from the selectmen or minister a certificate furnishing evidence of good moral character.

The doors of the citizens were never closed to the decent looking traveller nor the wretched left to suffer. Public and private charities were everywhere bestowed.

Death of General John Stark—In 1822 General John Stark died at Manchester at the age of 93, 45 years after the battle of Bennington, where he defeated the British and German troops in a decisive conflict. He survived all the officers of high rank in the American Army of the Revolution. In the War of 1812 he was 84 years old and regretted his inability to take part.

General Stark took especial pride in the fact that his army at the battle of Bennington carried the stars and stripes for the first time on any battlefield. This flag had been adopted by Congress on June 14, 1777. In his estate he left one of his original Bennington flag remnants. It had green stars and thirteen stripes painted on a blue canton in the corner. It went to his granddaughter, Miss Abby Stark, who brought the flag to the centennial exercises at Bennington in 1877, where thousands of people viewed it. In 1891, when the monument at Bennington was dedicated on the 100th anniversary of the admission of Vermont into the Union, the flag was again carried to Bennington by Benjamin F. Prescott and George C. Gilmore.

Caucus and Convention System—Having been elected as one of the Senators of this State in Congress, Governor Bell retired from the chair in 1823. For some time the custom had obtained of making nominations of candidates for Governor on the part of each political party, by its

members in the Legislature, at some session previous to the election. By the Republican members Samuel Dinsmoor had been thus nominated as the successor of Governor Bell. In this nomination a portion of that party did not then acquiesce; and in pursuance of a counter nomination afterwards made at a meeting in Dover, they, in conjunction with the Federalists, effected the election of Levi Woodbury, a native of Francestown, who had been a judge of the Superior Court. Another practice, which within a period not long, had grown into a custom, was that of nominating councilors, Senators and county officers at conventions of delegates from the towns in the several counties and districts appointed by their respective political parties.

Vote for Governor in 1823:

Whole vote	29,943	Samuel Dinsmoor, *R.*	12,718
Scattering	240	Levi Woodbury, *R.*	16,985

Levi Woodbury, tenth Governor and later associate justice of the United States Supreme Court, was born at Francestown, December 22, 1789. His ancestor John Woodbury, came from Somersetshire to Cape Ann in 1624 and settled at Salem two years later. Levi was graduated from Dartmouth in 1809, studied law at Litchfield, Connecticut, and in 1812 began practice at home. He was made clerk of the New Hampshire Senate in 1816, and the next year judge of the New Hampshire Supreme Court.

From 1819 his home was at Portsmouth. He was Governor in 1823, and in 1825 left the legislature, in which he was Speaker of the House, to enter the United States Senate. In the debate on S. A. Foote's resolution of January, 1830, which called forth the famous speeches of Webster and Hayne, he took a prominent part and earned from T. H. Benton the title, "Rock of the New England Democracy." He was a cabinet officer for 10 consecutive years under Jackson and Van Buren, as Secretary of the Navy 1831-34, and of the treasury 1834-41. Returning to the Senate in 1841, he was active in defending the independent treasury system, which had been introduced while he was secretary, and in procuring the defeat of the banking systems urged by Clay and by President Tyler. He declined, while in the cabinet, the New Hampshire chief justiceship, and in 1845 the mission to England, but accepted the place in the United States Supreme Court vacated by Judge Story's death; this he held from January, 1846. He received the degree of LL. D. from Dartmouth in 1823, and from Wesleyan University in 1843. According to his son-in-law, Montgomery Blair, he would have been the next Democratic nominee for the Presidency. His decisions are included in "Reports of Cases," edited by his son, C. L. Woodbury, and G. Minot (three volumes, 1847-52). His "Writings, Political, Judicial and Literary," were collected by N. Capen in three volumes, 1852. He died September 4, 1851.

STARK PARK, THE FINAL RESTING PLACE OF GENERAL JOHN STARK, MANCHESTER. THIS VIEW GIVES A GLIMPSE OF THE MERRIMAC RIVER AND SHOWS THE UNCANOONUC MOUNTAINS IN THE DISTANCE

Courtesy of Manchester Chamber of Commerce

HOME OF THE REVOLUTIONARY HERO, GENERAL JOHN STARK

Courtesy of Manchester Chamber of Commerce

Governor Woodbury Defeated For Reëlection—At the June session of the Legislature in 1823 the Historical Society was incorporated for the purposes of collecting and preserving documents illustrative of the history of the State.

No choice of Governor was effected by the people in 1824. Governor Woodbury and David L. Morril, of Goffstown, formerly a Senator in Congress, both of the Republican school of politics, were the two prominent candidates; but as neither had a majority of all the votes, the latter was elected by the joint ballot of the Senate and House of Representatives, and held the chair by successive reëlections for three years.

About this time the Federal party having ceased to exist, the contending political interests rallied about individual men, and though not differing materially in principle, espoused the cause of Jackson or Adams, contestants for the Presidential chair. They were recognized as "Jackson men," or "Adams men," and these political contests became even more intensely bitter than where party lines had been drawn.

The vote for Governor Morril at each election was:

1824.	
Whole vote	30,348
Requisite for choice	15,175
Scattering	3,708
Levi Woodbury, *J.*	11,741
David L. Morrill, *A.*	14,899
1825.	
Whole vote	29,729
Scattering	563
David L. Morril, *A.*	29,166
1826.	
Whole vote	30,251
Scattering	285
Benjamin Pierce, *J.*	12,287
David L. Morril, *A.*	17,679

David Lawrence Morril—David Lawrence Morril, eleventh Governor of New Hampshire (1824-27), was born at Epping, June 10, 1772, son of Rev. Samuel and Anna (Lawrence) Morril, and grandson of the Rev. Isaac Morril, of Wilmington, Massachusetts. Both his father and grandfather were graduates of Harvard, and with the latter he began his classical studies, continuing them at Phillips Exeter Academy. He next obtained a regular medical education; in 1793 began practice at Epsom, and continued it until 1800, when he turned to another profession, that of theology. In March, 1802, he was installed pastor of the Presbyterian and Congregational Church at Goffstown, and ministered to it until 1811, when he was dismissed on account of ill health.

In 1807 he resumed medical practice in order to have more exercise, and, with occasional interruptions, carried it on until 1830. He was justice of the peace under seven Governors. Goffstown was represented by him in the General Court in 1808-17; of that body he was Speaker in June, 1816, and at the same session was elected to the Senate as an Adams Democrat. He served from December 1, 1817, until March 3, 1823; then was placed in the State Senate, representing the Third District, and in June was elected its president. In 1824 he was a candidate for Governor, and there being no choice by the people he was elected

by the Legislature. In 1825 out of 29,729 votes he received 29,166; in 1826, after a sharp contest with General Benjamin Pierce, subsequently Governor, as a competitor, he was again elected by the people. In 1831 he removed to Concord, and from that time on held no public office.

He was connected with a company which published the Scriptures, and for two years was editor of the "New Hampshire Observer," a religious journal. Governor Morril was the author of sermons, orations and controversial pamphlets. He was vice-president of the American Bible Society, American Sunday School Union and American Home Missionary Society, and president of the Hillsboro County Agricultural Society and the New Hampshire Missionary and Colonization societies. He received the honorary degrees of M. A. and M. D. (1821) from Dartmouth, and that of LL. D. from the University of Vermont in 1825. He was a man of great versatility of talent and of popular manners. He was married, first, September 25, 1794, to Jane Wallace, of Epsom, who died in 1823; second, to Lydia Poor, of Goffstown, who bore him four sons. Their son David Lawrence Morril, was graduated at Dartmouth in 1847, and took up the practice of law in Massachusetts. Governor Morril died in Concord, January 28, 1849.

Merrimack and Sullivan Counties—Merrimack County was established and constituted a political division of the State on July 1, 1823. Likewise Sullivan County was organized by an act of the Legislature July 5, 1827.

John Quincy Adams, President—At the Presidential election of 1824 John Quincy Adams, of Massachusetts, a son of President John Adams, and, like his father, a member of the Federalist or "Republican" party, was elected President.

At the warmly contested election there were four candidates for the Presidency: John Q. Adams, Andrew Jackson, William H. Crawford and Henry Clay, each of whom was respectably supported. Of the Republicans of New Hampshire, a portion preferred Mr. Crawford; but another portion amalgamated with the Federalists in the support of Mr. Adams. The electoral votes of the State were given to the latter candidate, who, on failure of a choice by the Electoral Colleges, was chosen by the House of Representatives.

The electors from this State were William Fisk, Josiah Bartlett, Samuel Quarles, William Badger, Abel Parker, Caleb Keith, Moses White, Hall Burgin.

There was no opposition in the popular vote to Mr. Adams' election so far as New Hampshire was concerned. Thus the man who four years previously had received one vote in the entire electoral college, that of Governor Plumer, of New Hampshire, was inaugurated President in 1825.

The Representatives in Congress who entered with President Adams were Nehemiah Eastman, of Farmington; Jonathan Harvey, of Sutton;

Titus Brown, of Francestown, and Joseph Healey, of Washington. Dr. Thomas Whipple, Jr., continued by reëlection.

Lafayette's Visit in 1825—Though Governor Woodbury had lost his election to the chair the preceding year, he was returned from Portsmouth to the House of Representatives in 1825, and chosen Speaker. In the course of the sesssion he was elected one of the Senators for this State in Congress, and resigned the Speaker's chair—which was filled for the remainder of the session by Henry Hubbard, of Charlestown.

General Lafayette, the ardent friend of America in the Revolutionary struggle, revisited this country after an absence of more than 40 years. He was everywhere received as the Nation's guest, and greeted with expresssions of enthusiastic attachment. Crowds of citizens flocked to see and welcome him. By invitation of the government, he came into this State in June, 1825, and was received by Governor Morril, by the Legislature, and by the citizens at large, with every demonstration of gratitude and affection. At a public dinner at Concord June 22, 1825, provided in honor of his visit, the tables were occupied by more than 700 persons, including the Executive, the members of the Senate and House of Representatives, the judges and other public officers, and 210 of the aged survivors of the Revolutionary army, led by General Pierce.

General Lafayette went first from Boston to Portsmouth. Later he entered the State at Methuen and visited the Adams Female Seminary at Derry. He stopped over night at Pembroke, and the next day called on Major Caleb Stark, son of General John Stark, who had died three years previously.

After leaving Concord the general went to Dover by way of Northwood and Durham and stopped at the McCleary mansion in Epsom. In each town he was given an elaborate reception. After going to Maine he returned to Concord, and on June 27 rode through Hopkinton, Warner and Claremont on the way to Vermont. Nine years later when the news was received of the death of General Lafayette, the State Legislature held a memorial service in his honor.

Death of Adams and Jefferson—The Fourth of July, 1826, completed half a century since the Declaration of American Independence, and was rendered memorable by the death, on that day, of two of the illustrious signers of that instrument, John Adams and Thomas Jefferson, former Presidents of the United States. Though rivals in politics, they had cherished after their retirement to private life a mutual esteem, and were not divided in death. Their former concurrence, the one as the writer, the other as the eloquent advocate of that Declaration; their subsequent rivalry as leaders of great political parties; their elevation to the first office in the country; the coincidence of their deaths; the day of its oc-

currence; and the completion of half a century from the birth of our freedom—all formed an assemblage of circumstances, which excited throughout the country an indescribable sensation.

The Willey Slide—On August 28, 1826, a flood occurred which raised the Connecticut and Merrimack Rivers to an unprecedented height. The Ammonoosuc also ran wild and carried away bridges, buildings, fences, crops and animals. Torrents of water rushed through the notches of the White Mountains and loosened the earth in such a way that great avalanches and slides descended to the lower ground and laid bare the mountain of rocks for hundreds of acres.

At the Notch House in Crawford Notch, in which lived the family of Samuel Willey, including his wife and five children and two hired men, the avalanche from the top of the mountain came near the house where it divided itself into two parts, one of which crushed the barn and a shed. The family were alarmed at the thundering noise and fled for safety, but in the darkness of the night they fell into the track of the other portion of the avalanche and were all buried under masses of earth and rocks. The house itself was not damaged, and had the people remained in it they would have been in safety.

Connecticut River Company—An act of the General Assembly of Vermont, relative to the navigation of the Connecticut River, was confirmed July 7, 1826. This act provided for the incorporation of the Connecticut River Company with a capital stock of $1,500,000. It was granted the right to erect dams, cut canals, construct tow paths, aqueducts, culverts, waste weirs, basins and boat locks, and deepen channels, etc., in order for improving and making good the navigation from Hartford, Connecticut, toward the foot of the Fifteen-mile Falls in Barnet, Vermont.

Administration of Governor Benjamin Pierce, 1827 and 1829—In 1827 General Pierce, father of President Franklin Pierce, was elected Governor, having been defeated at the previous election by a small majority. He was a Jackson Democrat. His reëlection in 1828 was opposed by the Adams party, who nominated and elected John Bell, a brother of Senator Samuel Bell.

The election of the Bell brothers to the Governorship was the only instance of its kind in this State until 1927, when Huntley N. Spaulding became Governor 12 years after his brother, Rolland H. Spaulding had assumed the office. There was nine years between the first elections of the Bell brothers.

The vote of the State at the three elections of 1827, 1828 and 1829 was:

1827.		1828.	
Whole vote	27,411	Whole vote	39,897
Scattering	1,187	Scattering	76
David L. Morril, *A*	2,529	Benjamin Pierce, *J*	18,672
Benjamin Pierce, *J*	23,695	John Bell, *A*	21,149

1829.			
Whole vote	32,246	John Bell, *A*	19,583
Scattering	48	Benjamin Pierce, *J*	22,615

Benjamin Pierce—Benjamin Pierce, twelfth and fourteenth Governor of New Hampshire (1827-28, 1829-30), was born at Chelmsford, Massachusetts, December 25, 1757, son of Benjamin and descendant of Stephen Pierce, who emigrated from England to Massachusetts in 1651. The father died when he was a boy, and he was brought up by an uncle, Robert Pierce, a farmer in the same town. On April 19, 1775, he was at work in the field when a special messenger rode through Chelmsford, telling the news of the battle of Lexington, and young Pierce left the plow, took his uncle's gun, and with many others started on foot to meet the British. Before they reached Lexington the enemy had retreated toward Boston, but the party proceeded to Cambridge, to enlist in the army. Pierce was in the battle of Bunker Hill, and in other engagements; served with bravery until the war ended, and rose to the command of a company, which he held at the disbanding of the troops in 1784, attaining the rank of captain and brevet major.

He then returned to Chelmsford and to farming, but two years later removed to Hillsborough and there cleared a farm in the forest, and built a cabin which, before long, gave place to a house of some architectural pretensions.

In addition to his service in the regular army he was connected with the New Hampshire militia for more than 20 years, and in 1805 was promoted to brigadier-general.

He was a member of the General Court in 1789-1802; councillor in 1803-09, and 1814-18, and high sheriff of the county in 1809-14 and 1818-23. On assuming the duties of sheriff he found imprisoned for debt an old companion in arms, Captain Moses Brewer, and, with a kindness that was characteristic of the man, he paid the sum necessary to procure his release and the release of two other men in the same jail.

General Pierce was an ardent admirer of Andrew Jackson, and became the head of the Democratic party in New Hampshire, which elected him Governor in 1827 and 1829.

He was twice married, first, in 1787, to Elizabeth, daughter of Isaac Andrews, by whom he had one daughter, who became the wife of General John McNeil. His second wife was Anna Kendrick, of Amherst, by whom he had eight children, one of whom, Franklin, was the fourteenth President of the United States; another, Nancy, became the wife of General Solomon McNeil. General Pierce died at Hillsborough, April 1, 1839.

John Bell—John Bell, thirteenth Governor of New Hampshire (1828-29), was born at Londonderry July 20, 1765, son of John and Mary Ann (Gilmore) Bell, and brother of Samuel Bell, Governor in 1819-23. He

inherited those valuable qualities for which the Scotch-Irish settlers of New Hampshire were eminently distinguished. In early manhood he engaged in the Canadian trade, and by his ability, probity and sound judgment, rapidly acquired the confidence of his fellow-citizens of Londonderry, who sent him to the Legislature (1799-1800). He soon after removed to Chester, where he resided until his death.

He was elected Senator from the Third District of the State in 1803, and at the end of his term retired to private life until 1817, when he was chosen councilor, and filled the office for five years. In 1823-28 he was sheriff of Rockingham County, and in the latter year was elected Governor as a supporter of Adams, and served one term. In the discharge of these various public duties he uniformly exhibited the same traits of sagacity, diligence, justice and conscientiousness which achieved success for him in his business enterprises. He was married to Persis, daughter of Dr. Isaac Thom, of Londonderry, a woman strong in mind and character, and had 10 children, of whom the youngest, Charles Henry, was Governor of New Hampshire in 1881-83. Governor Bell died at Chester, March 22, 1836.

Andrew Jackson Elected President, 1828—The Jackson Democrats were fast becoming powerful in New Hampshire. But in the Presidential election of 1828, when President Adams was again opposed by General Jackson, the New Hampshire electorate once more stood by Adams, largely because he was a New Englander, the last New England President, in fact, except Pierce, until Calvin Coolidge.

The result of the popular vote in this State was:

John Q. Adams, Republican (defeated)	24,118
Andrew Jackson, Democrat	20,922

ELECTORS—Samuel Quarles, George Sullivan, Samuel Sparhawk, William Bixby, Nahum Parker, Thomas Woolson, Ezra Bartlett, William Lovejoy.

New Members of Congress—Senators Bell and Woodbury continued in the delegation at Washington. In the House of Representatives David Barker, Jr., of Rochester, had taken his seat in 1827. At the election of 1828 five brand new Congressmen were chosen and Jonathan Harvey was reëlected and held over.

The new Congressmen were Rev. John Brodhead, of Newmarket, Dr. Joseph Hammons, of Farmington, Thomas Chandler, of Bedford, Henry Hubbard, of Charlestown, and John W. Weeks, of Lancaster. Mr. Weeks was the father of the late John W. Weeks, Secretary of War in the Harding-Coolidge cabinets. Congressman Hubbard became Governor 14 years later.

Councilor Districts Set Up—The Legislature which convened November 19, 1828, passed an act dividing the State into five councilor districts. This was made necessary owing to the increase in the number of

counties. The constitution of 1784 provided that, annually, on the first meeting of the General Court, "two members of the Senate and three of the House of Representatives shall be chosen, by joint ballot of both houses, as a council for advising the President (afterwards changed to Governor), in the executive part of the government." There being no geographical restrictions, all five might be taken from the same section of the State, if the General Court saw fit to do so, but the amended constitution of 1792 provided that the Legislature could divide the State into five councilor districts and that the election of the councilors should be by ballot. The natural result was that one from each county was taken so long as there were only five counties, but when the number of counties was increased it became necessary to provide for councilor districts, which was done as previously stated.

Bank Row at Portsmouth—In his first annual message, that of December 8, 1829, President Jackson began his war upon the United States Bank. He declared in it that the constitutionality and expediency of the law creating the bank were well questioned by a large portion of the people, and that its failure to establish a sound and uniform currency, the great end of its existence, must be admitted by all.

Basing themselves chiefly upon an individual report made by John Quincy Adams on May 14, 1832, in regard to the condition of the bank, and upon documents referred to in that report, recent historians attribute President Jackson's first attack upon the United States Bank to a personal feud between his friends in New Hampshire and Daniel Webster's friends here.

Senator Levi Woodbury, the leader of the Jackson party in New Hampshire, endeavored, in the summer of 1829, to have Jeremiah Mason, Mr. Webster's great friend, removed from the presidency of the United States Bank at Portsmouth, and Isaac Hill, another New Hampshire friend of the President, attempted at the same time to have the United States Pension Agency, connected with the Portsmouth branch of the United States Bank, removed to Concord, and connected with a little bank there of which Hill had been president, and in which he was still interested. Jackson's Secretary of the Treasury, Mr. Ingham, asked Mr. Biddle, the president of the United States Bank, to have Mason removed, and his Secretary of War, Mr. Eaton, ordered Mason to transfer the pension agency to Hill's bank in Concord. Mr. Biddle looked into the matter, and being convinced that the whole thing was a political scheme, refused to have Mason removed from office, and prevented the execution of Eaton's order in regard to the transfer of the pension agency.

Jackson, entertaining no opposition in principle to the bank at the beginning of his administration, became so enraged at its managers, because of their success in these petty bouts with his cabinet officers, that he resolved upon its destruction. The treatment which Adams and

Clay had received at the hands of Jackson and his friends from 1824 onward had led them to feel that Jackson's whole nature was full of personal rancor, and that he could see nothing except from a personal point of view. There is little doubt that this feeling largely determined Adams' ideas of Jackson's attitude in the bank question, and that the historians have written the account of the bank controversy under the influence of Adams' representations.

There was an opposition in principle to the United States Bank, as well as a personal conflict between leaders in regard to it. That opposition in principle was the opposition of "States' rights" democracy to centralized privilege.

Public Money Distributed—During the Jackson administration, there was a surplus in the Federal treasury of $36,000,000, which was distributed to the several States, and New Hampshire got $800,000. The Legislature followed the example of Congress and distributed the public money among the different towns according to population, and many public works now scattered about the State owe their origin to this "bonus."

Academies Established—Many institutions of learning were established, among the number being: Academic School, Conway, December 25, 1828; Adams Female Academy, Londonderry, June 18, 1823; Boscawen Academy, December 16, 1828; Brackett Academy, Greenland, December 22, 1824; Exeter Female Academy, June 27, 1826; Hillsborough Academy June 29, 1821; Hopkinton Academy, June 26, 1827; Lee Academy, June 19, 1828; New Hampton Institution, June 27, 1821; Noyes School, Andover, July 2, 1822; Rochester Academy, June 30, 1827; Sandwich Academy, December 20, 1824; Wakefield Academy, July 6, 1827, and Woodman Sanbornton Academy, June 27, 1826.

Election of 1830—In 1830 the Jackson Democrats nominated Matthew Harvey for Governor and the Adams men, who were becoming known as Whigs, particularly those who sided with Henry Clay on national issues, nominated Timothy Upham for Governor. The vote was:

Whole vote	42,441	Timothy Upham, *A*	19,040
Scattering	187	Matthew Harvey, *J*	23,214

Matthew Harvey, fifteenth Governor of New Hampshire, was born at Sutton, June 21, 1781. He was fitted for college by Rev. Samuel Wood, of Boscawen, and entered Dartmouth, where he was graduated in 1806; then read law in the office of Hon. John Harris, at Hopkinton, and began practice in that town in 1809. Soon becoming a leader in the Democratic party, he represented Hopkinton in the Legislature in 1814-20, and during the last three terms was Speaker. Elected to Congress, he served for four years, 1821-25; returning to New Hampshire, he was a

member of its Senate in 1825-28, was president of that body in 1826-28, and sat in the Executive Council in 1828-30. In 1830 he became Governor, but in the same year was appointed judge of the United States District Court for New Hampshire, and on February 28, 1831, resigned the executive chair. Judge Harvey remained on the bench until his death, but during that time he deigned to hold the humbler office of moderator of town meeting, to which he was frequently called. At one time he was president of the New Hampshire Historical Society. Dartmouth conferred upon him the degree of LL. D. in 1855. He died April 7, 1866, at Concord, which had been his home since 1850.

Daniel Webster's Famous Speech—July 1, 1829, the name of the town of Berlin was adopted in place of the name Maynesborough, and the town of Jackson was changed to Adams, July 4, 1829. West Nottingham became Hudson July 1, 1830, and likewise Bretton Woods became Carroll June 22, 1832. Allenstown was incorporated July 2, 1831, and North Effingham became Freedom on December 6, 1832. Percy was changed to Stark December 28, 1832, and Albany was named in the place of Burton July 2, 1833.

It was in January, 1830, that Daniel Webster, a son of New Hampshire, made his great reply to Hayne in the United States Senate. This speech of Webster's together with others that he made along the same line, doubtless exerted as great an influence upon the minds of the people of this country as any other speech ever delivered before or since. By his powerful logic the people became convinced that the United States Constitution was a vital and living force in the formation and maintenance of government, and this sentiment was essential in order to sustain that unity of action by the Northern States necessary to maintain four years of civil war and bring it to a victorious end.

Isaac Hill Elected Senator—To fill the vacancy in the Senate of the United States, soon to be made by the expiration of Mr. Woodbury's term of office, the Legislature elected Isaac Hill, of Concord. He had been previously nominated by President Jackson to the office of second comptroller of the treasury; but the nomination having been rejected by the Senate by a small majority, this election was intended both as an approval of his political course, and as an expression of political and personal attachment towards the President on the part of the majority of the Legislature.

After the expiration of his term in the Senate, Mr. Woodbury was appointed Secretary of the Navy. Governor Harvey having received the appointment of Judge of the United States court for the district of New Hampshire, resigned the chair in February.

Joseph Morrill Harper—Joseph Morrill Harper, physician and acting Governor of New Hampshire, was born at Limerick, Maine, June 21,

1789, son of Samuel Harper. From 1773 until 1783 Samuel Harper lived at Sanbornton, later resided at Brentwood, his native place, removing thence to Limerick. He fought under General Stark at Bennington, and for his services received Continental money, which proved worthless, and in consequence could afford his children only a limited education.

In 1806 Joseph Harper became a student in the academy at Fryeburg, Maine; in 1807-08 had charge of district schools, and began the study of medicine, which he continued under Dr. William Swasey, of Limerick, and Dr. Jonathan Kittredge, of Canterbury. In January, 1813, he joined the regular army as second surgeon, 4th Infantry, and continued in that capacity until the war closed in 1815. He then returned to Canterbury, and was elected a fellow of the New Hampshire Medical Society.

In March, 1826, he was elected to the State Legislature by the Democrats, and in 1827 was returned; in 1829 he was sent to the State Senate. In 1830 he was reëlected to the Senate and was chosen its president. On February 28, 1831, Governor Harvey resigned and Mr. Harper by virtue of office, succeeded him, remaining in the executive chair until June. In March of the same year he was elected a Representative to Congress, and in December took his seat in that body; in 1833 was reëlected and served for two years more, closing his political life in March, 1835.

He supported Jackson's measures. He was president of the Mechanics' Bank, Concord, also a director in a savings bank in that city, and president of an insurance company in Canterbury. Governor Harper was married at Canterbury, June 6, 1816, to Elizabeth, daughter of Obediah Clough. Their son, Charles Augustus, a graduate of Dartmouth, became a lawyer, settling at Clarksburg, Virginia, whence he removed to Texas and was colonel of the Texan Rangers during the war with Mexico. Governor Harper died at Canterbury January 15, 1865.

Administration of Governor Samuel Dinsmoor—Governor Harvey having resigned, and the acting Governor, Dr. Harper, having been elected to Congress, where he served four years, beginning in 1831, the Jackson Democrats in 1831 nominated Samuel Dinsmoor for Governor. He had been the organization candidate at the election eight years before when the Jackson party split and Levi Woodbury was elected.

This time there was no difficulty in electing Dinsmoor over Ichabod Bartlett, the Adams candidate, who had just served six years in Congress. The same candidates opposed each other in 1832 with the same result.

In 1833 the Adams men or Whigs substituted Arthur Livermore, but he made a poor showing. He also was a retired Congressman when he ran for Governor, having represented the State at two different periods at Washington.

The vote at these elections was:

1831.	
Whole vote	42,294
Scattering	110
Ichabod Bartlett, *A.*	18,681
Samuel Dinsmoor, *J.*	23,503
1832.	
Whole vote	39,233
Scattering	146
Ichabod Bartlett, *A.*	14,920
Samuel Dinsmoor, *J.*	24,167
1833.	
Whole vote	33,476
Scattering	1,240
Arthur Livermore, *A.*	3,959
Samuel Dinsmoor, *J.*	28,277

In 1833 there were three new Congressmen from New Hampshire besides Henry Hubbard and ex-Governor Harper, who were reëlected. The new ones were Benning M. Bean, of Moultonborough, Franklin Pierce, of Hillsborough, who afterwards became President, and Dr. Robert Burns, of Plymouth.

Samuel Dinsmoor—Samuel Dinsmoor, sixteenth Governor of New Hampshire, was born at Windham, July 1, 1766, fourth son of William and Elizabeth Dinsmoor, and descendant on both sides of the Scotch-Irish founders of the town. He was graduated at Dartmouth in 1789, read law and settled at Keene in 1792. Having had an interest in military matters from his youth, he organized the Keene Light Infantry, and for many years was major-general of militia.

In 1808 he was postmaster of the town; in 1811 was sent to Congress, where he served for two years, and voted for the war grant bill. Upon his return to New Hampshire he was appointed collector of the direct tax; subsequently was judge of probate, and in 1821 became a State councilor.

In June, 1822, he was regularly nominated for Governor by the Democrats, but at the election in 1823 he was defeated by Levi Woodbury. In 1831 he was made Governor, and held the office for three successive terms. Governor Dinsmoor was the first president of the Ashuelot Bank, and held that position at the time of his death. He was married at Londonderry to Mary, daughter of General George Reid, of the Revolutionary Army. Samuel Dinsmoor, Governor in 1849-52, was their son. Governor Dinsmoor died at Keene March 15, 1835.

The Census of 1830—The census of the United States taken at this period furnished the gratifying return of a population of almost 13,000,000—of whom more than 269,000 were contained in this State.

President Jackson Reëlected—In 1832 President Jackson was reelected over Henry Clay, the candidate of the Whig party. In this campaign the Democrats captured the electoral vote of New Hampshire for the first time. They maintained their supremacy in every Presidential election in the next 24 years, until the foundation of the Republican party, when they lost the State's electors in 1856. The Democrats never regained the State in a Presidential campaign until 1912 and 1916.

The vote at the Presidential election of 1832 was:

Andrew Jackson, Democrat (elected) 26,269
Henry Clay, Whig 19,627

ELECTORS—Moses White, Benjamin Pierce, Phineas Parkhurst, Samuel Collins, John Taylor, John Holbrook, Joseph Weeks.

Jackson's Visit to New Hampshire—Jackson's life up to that time had been replete in thrilling incidents. His boldness and success as a soldier, his repeated defiance of customs, his shrewd common sense, his loyalty to his friends coupled with the persistence with which he pursued those whom he termed "his enemies," were some of the prominent features of the picturesque record of this remarkable man. All of these tended to popularize him a a leader in public life, attracting to him many loyal supporters, yet, at the same time, they intensified the hatred of his opponents.

In the spring of 1833, his physical strength having been weakened by continual hemorrhages from his lungs, and feeling the need of rest and a change, he decided to visit New England, or as he expressed it to "make a trip through the enemy's country."

Most of his friends thought that as a political move it was of doubtful value, and were filled with forebodings that the reception that he would receive at the different stopping places might not be friendly.

Among those in the Presidential party beside the President were Vice-President Van Buren, afterwards President, and three celebrated sons of New Hampshire, who were then members of his régime: Secretaries Lewis Cass and Levi Woodbury and Congressman Franklin Pierce, afterwards President.

After the brief exercises at the State line the President and Vice-President Van Buren took seats in a large white open barouche, drawn by four beautiful gray horses, provided for the occasion by the State. They were followed by his suite consisting of four other carriages, the rear one being occupied by colored servants. They were escorted to Nashua Village and passed under an arch over the road which was tastily decorated and embellished with mottoes of "WELCOME, HERO OF NEW ORLEANS," "THE UNION, IT MUST BE PRESERVED," and other quotations from some of the President's famous speeches or state papers.

The President visited Manchester and Concord and appeared before the Legislature, but on account of his weakened condition, he made but a brief address and was then hurried back to Washington.

He was met at the State line by the Governor's aid, and at Bow by a committee of the Legislature, and escorted to the capitol. The Governor, Council and both branches of the Legislature having convened in the Representatives' chamber, the President was introduced and welcomed by Governor Dinsmoor in an affectionate address, in the name of the government and people. Some thousand of citizens

LEVI WOODBURY

from the various sections of the State resorted to Concord on this interesting occasion.

Some small steamboats had occasionally, but not without difficulty, ascended the Connecticut River to some distance within the limits of New Hampshire. Not till this period was steam navigation introduced into any of our interior lakes. On the Fourth of July the steamer "Belknap," so named after the principal historian of the State, made an excursion from Alton Bay to Wolfeborough Village and back to Alton; and on the next day to Centre Harbor. The novelty of a steamboat on these transparent waters—the numerous company on board, with a fine band of music—the surrounding scenery—the throngs of spectators—the anniversary of our national independence—and the anticipation of future benefits to the vicinage—all conspired to impart to the occasion a deep and pleasing interest.

First American Public Library, 1833—New Hampshire has the distinction of having established at Peterborough in 1833 the first free public library in the United States founded on the broad basis of common ownership and absolute freedom to all inhabitants of the town.

The earliest law of any New England State authorizing public taxation for the support of free public libraries was a New Hampshire statute of the year 1849. Even Massachusetts, which is accustomed to plume itself on being in the van of every such movement, did not take this step until two years later, probably moved by the example of New Hampshire.

And New Hampshire was the first State of the Union to require an annual levy of taxation by every city and town to establish and maintain a free public library. This was done by a statute of 1895, making town libraries universal and giving them a permanent footing in the laws and a legal claim to an income.

Banks and Railroads—Thirteen savings banks were incorporated in the State; two at least are doing business today, the New Hampshire Savings Bank of Concord, incorporated June 25, 1830, and the Lancaster Savings Bank of Lancaster, January 1, 1833.

It was a time when railroads began to give evidence of later usefulness that meant so much to the public welfare. The Concord Railroad was incorporated June 27, 1835, and on the same date the Boston & Maine and the Keene Railroad Company were given official standing within the State, and four days prior, on June 23, 1835, the Nashua & Lowell Railroad came into legal existence.

On July 1, 1831, the Legislature passed a resolution relative to the boundary line between Vermont and New Hampshire, which action foreshadowed a long and tedious controversy that has not been settled to this day, although the matter is in the United States Court and efforts

are being made to bring it to a final issue at an early date. July 1, 1831, a resolution was passed by the Legislature for a new State's prison, and July 4, of the same year, resolutions on the death of General Lafayette were unanimously adopted.

About 75 business corporations were established, nine of which were located in the town of Claremont and seven in the town of Meredith. Among some of the prominent ones were the Amoskeag Manufacturing Company, of Goffstown, incorporated July 1, 1831; The Sullivan Manufacturing Company, of Claremont, July 2, 1833, and the Winnipiseogee Lake Cotton and Woolen Manufacturing Company, of Meredith, June 28, 1831.

Administration of Governor William Badger, 1834-36—William Badger was elected Governor on the Democratic ticket in 1834 and reëlected in 1835. At the first election he had no opposition. At the second, he was opposed by Joseph Healey, the Whig candidate. Mr. Healey also ran in 1836 and 1837, but did not pull much of a vote. The results of the elections at which Governor Badger was chosen were:

1834.		1835.	
Whole vote	30,173	Whole vote	40,900
Scattering	1,631	Scattering	308
William Badger, *D.*	28,542	Joseph Healey, *W.*	14,825
		William Badger, *D.*	25,767

Senators Bell and Hill represented the State in the Senate until 1835. Senator Bell then completed 12 years in the Senate and the Democrats now being in full control, retired him in favor of a Senator of their own party, Henry Hubbard, who was serving his sixth year as a Congressman in the lower House and who was afterwards to become Governor.

The new Congressmen in 1835 were Samuel Cushman, of Portsmouth, and Joseph Weeks, of Richmond. Each served four years.

William Badger—William Badger, seventeenth Governor of New Hampshire, was born at Gilmanton, January 13, 1779, son of Joseph Badger, Jr., and descendant of Giles Badger, who was the first that came to this country and settled at Newbury, Massachusetts. His grandfather, Joseph Badger, a native of Haverhill, Massachusetts, removed to Gilmanton in 1763, and became prominent in the affairs of the Commonwealth, serving as member of the Provincial Congress, as colonel of militia, and as brigadier-general, as judge of probate, as member of the convention that ratified the Federal Constitution, and as member of the State Council.

The early part of William Badger's life was devoted to business. In 1810 his fellow townsmen sent him to the Legislature, where he remained for two years; then, after an interval, he served in the Senate, 1814-16, and during the last year presided over that body. As one of

the associate justices of the Court of Common Pleas in 1816-20, he gave great satisfaction, and as high sheriff of Stafford County in 1820-30, he honored his office. In 1834 he was elected Governor on the Democratic ticket by a large majority, and in 1835 was reëlected. Subsequently, and at three different times, he was chosen a Presidential elector. Governor Badger died at Gilmanton, September 21, 1852.

Indian Stream Republic—The story of the Indian Stream Republic is one little known to the American people, but it constitutes one of the most extraordinary incidents in the history of the western world.

The republic was founded in what is now called Pittsburgh, the largest territorially and the farthest north among the 235 cities and towns of New Hampshire. The foundation of the republic was brought about primarily from a long-standing dispute between the United States and Canada over the boundary line between New Hampshire and the Canadian province of Quebec. This dispute lasted from the time of the treaty of Paris in 1783 to the Ashburton treaty in 1842. The territory under dispute was known as Indian Stream, now called Pittsburgh, but then named after the Indian Stream River, which flows through this section and is one of three rivers that combine to make the Connecticut River. The territory comprised about 160,000 acres.

Before the Revolution, the St. Francis tribe of Indians claimed ownership over Indian Stream, and only a few hardy and adventurous pioneers made bold to enter. At the close of the war, the American Government sent a surveyor, Colonel Jeremiah Eames, to fix the Canadian boundary, and the same year that he performed this survey, 1789, a party of settlers went there to hunt, fish and explore. They intended to remain, but the winter was so severe that they withdrew.

In 1796 three New Hampshire men secured from Chief Philip of the St. Francis tribe a deed to the entire territory, the principal consideration given by the white men being a pledge to supply the chief and his squaw with clothing and provisions as long as they lived, and a promise that all the Indians of the tribe should be permitted to fish and hunt there. This deed was the basis of subsequent sales of real estate until 1824, when the New Hampshire Legislature voted to disallow the deed. But before this was done the three original purchasers had "cleaned up" by selling off parcels of the land for $3,000 or $4,000 each, and some of the purchasers moved in and settled the fertile lands.

These settlers set up local self-government, and no other government paid much attention until 1824, when a special commission appointed by the New Hampshire Legislature went there and found a population of 285 settlers, whom it declared to be under the jurisdiction of New Hampshire. This decision did not meet with favor among the inhabitants, some of whom preferred to belong to Canada, some to the United States

but not to New Hampshire, and some to an independent nation which they proposed to establish.

Great Britain, meanwhile, pressed its controversy over the boundary, and the matter was submitted to the King of the Netherlands as arbiter. In 1827 the latter decided that the territory belonged to Canada, but the United States did not accept his decision. Canada acted upon the decision by immediately attempting to enforce military service in the King's army upon the Indian Stream territory, and this met with such antagonism that sentiment demanded the establishment of an independent nation owing allegiance to neither the United States nor Great Britain.

On June 11, 1832, such a nation was decided upon and a committee of five, of whom Luther Parker was a member, was elected to draw up a constitutional form of government. On July 9 following, the committee reported in favor of a republic and submitted a form of constitution, which was adopted by the people by a vote of 56 to 3. This constitution was a remarkable document, consisting of a preamble, bill of rights and form of government, patterned somewhat after the present constitution of New Hampshire, which has been in effect since 1784, but containing a few striking features different from those of any other American constitution.

Mr. Parker "President"—The supreme legislative power was vested in an assembly, made up of all the male inhabitants over 21 years old, and a council, consisting of five members, elected by popular vote. Mr. Parker was a member of the first council elected, and by the council was later designated the "president of the republic." An army was established, a Supreme Court and, in fact, nearly all the important branches of the United States Government were imitated on a miniature scale, in this independent republic of less than 300 inhabitants.

One feature of the government was this. At the annual election the speaker of the assembly was required to put this question to all members of the assembly: Whether any change was desired in the constitution. The roll was then called, and if the vote was in the affirmative the assembly established a constitutional convention which submitted amendments to the constitution, and these amendments were effective on ratification by two-thirds vote of the people.

This easy process of constitutional amendment contrasts with that in the New Hampshire constitution, with which the founders of the Indian Stream republic were familiar, and by which it has been found almost impossible, during the past 140 years, to secure amendments to the constitution because of the intricate requirements for the submission and adoption.

The new republic worked satisfactorily for a time, but New Hampshire refused to recognize it and her officials attempted to serve writs

on the inhabitants of Indian Stream. The officials of Indian Stream appealed to the United States for relief against New Hampshire and agreed to be a part of the United States republic provided they did not have to be a part of New Hampshire. The attorney-general of the United States replied:

"If you are within the limits of the United States, as has always been maintained by this government, it is because you are within the limits of the State of New Hampshire."

Divide Into Three Factions—To this the Indian Stream republic objected, and 60 of the 75 voters in the republic sent a petition to the Governor of lower Canada for relief and protection against invasions by New Hampshire. Soon the inhabitants divided into three factions—the sympathizers with Canada, the "New Hampshire Boys'" and those who stood by the independent republic idea.

The dispute rapidly advanced to the stage of violence. New Hampshire sheriffs made arrests in Indian Stream and the Republicans sometimes rescued the people who were arrested. Canadian authorities also invaded the republic and there were a few open combats in which sabres were waved and pistols fired. A number were wounded on both sides.

The New Hampshire militia marched into Indian Stream under command of Captain James Mooney, restored order and brought the people into subjection. Mr. Parker was discouraged at the one-sided struggle of a handful of untrained frontiersmen against a great State, and he fled with his family to Wisconsin.

Lord Cosford, Governor of Lower Canada, made vigorous complaints of the proceedings in Indian Stream and Charles Parker is said to have warned his father on one occasion of the approach of the King's men to arrest him.

Hostilities continued after the Parkers fled, however, and it was not until 1836 that the militia of New Hampshire, backed up by a State commission, convinced the inhabitants that it would be for their interest to acknowledge the supremacy of New Hampshire and surrender their independent "Yankee Republic." One of the three commissioners was Ralph Metcalf, the only "Know Nothing" Governor of New Hampshire, and another was John P. Hale, later the Free Soil nominee for President of the United States.

Merged in New Hampshire—The show of force brought about acquiescence by the Indian Stream people and they brought their republic to a close and came under the sovereignty of New Hampshire by a series of resolutions adopted by the republic and published in the newspapers of Concord, the capital of New Hampshire. When the republic fell the troops were withdrawn and tranquillity was restored. In 1840 the name of the place was changed to Pittsburg, and two years later the Ashbur-

ton treaty definitely established the boundary line between New Hampshire and Canada. Hardly a trace remains today of the one-time independent nation, which was probably the smallest republic ever established, at least on the western hemisphere.

The Parker family moved to Wisconsin, where the boy, Charles D. Parker, who participated in the guerilla fighting on Indian Stream at the age of 12 years, became prominent. Charles D. Parker served in both branches of the Wisconsin Legislature, was elected Lieutenant-Governor and became Acting Governor. He lived to be the oldest survivor of the Indian Stream republic and died in 1925 at the age of 97 years.

Isaac Hill Becomes Governor, 1836-39—In 1836 and 1837 and 1838 Senator Isaac Hill, leader of the Democratic party and trusted lieutenant of President Jackson, was elected Governor. He had very little opposition at the first two elections. The Whigs continued to nominate Mr. Healey, and a third candidate was George Sullivan. In 1838 the Whigs named James Wilson, Jr. The vote was:

1836.

Whole vote	30,925
Scattering	1,111
George Sullivan	2,344
Joseph Healey, *W.*	2,566
Isaac Hill, *D.*	24,903

1837.

Whole vote	24,532
Scattering	1,156
George Sullivan	458
Joseph Healey, *W.*	557
Isaac Hill, *D.*	22,361

1838.

Whole vote	54,570
Scattering	198
James Wilson, Jr., *W.*	25,675
Isaac Hill, *D.*	28,697

Isaac Hill—Isaac Hill, journalist and eighteenth Governor of New Hampshire, was born in Somerville, Massachusetts, April 6, 1788, son of Isaac and Hannah (Russel) Hill, and a descendant of Abraham Hill, who emigrated from England to Massachusetts in 1636, settling at Charlestown. In 1798 the family removed to Ashburnham, Massachusetts, and there he went to school, gathering nuts to pay for his books, for his parents were poor, and for that reason also gaining a scant education.

At the age of 14 he was apprenticed to the publisher of the "Farmer's Cabinet," and made the journey to his new home, Amherst, New Hampshire, on horseback. His hours after work were spent in study, and at the end of a seven years' apprenticeship he felt qualified in all respects to enter the field of journalism. For that purpose, in April, 1809, he removed to Concord, having as capital the nominal sum of $1; but, full of hopefulness, assumed charge of the "American Patriot"; soon became the owner of that newspaper, and changed its name to the "New Hampshire Patriot." As an organ of the Democratic party it attained a large circulation; many of its contributors were prominent men, and through it the editor exerted a personal influence so great that he was said to "carry New Hampshire in his breeches pocket."

SUSAN H. PIERCE, GRANDNIECE OF PRESIDENT PIERCE

PRESIDENT FRANKLIN PIERCE

He was a facile writer, and was unquestionably one of the best journalists of his day, turning off sheet after sheet of manuscript without emendation, often keeping up at the same time a running conversation with an occasional caller or visitor. Soon after taking charge of the "Patriot" the fierce discussion preliminary to the War of 1812 began, in which Mr. Hill supported Madison most energetically. He stoutly advocated entire religious equality, labored assiduously to utilize the water power of the State, and in the early history of cotton and woolen manufacuring in New England advocated the exemption of these corporate interests from taxation, thereby inviting the investment of foreign capital in their aid.

Mr. Hill was clerk of the State Senate in 1819, and afterwards State Senator—in 1820-22 and 1827, and was second comptroller of the national treasury, 1829-30, under Jackson, to whom he became confidential adviser and lifelong friend, being, with Amos Kendall, a member of the famous "kitchen cabinet." He was renominated, but was rejected by the Senate.

Mr. Hill took a seat as United States Senator in 1831, and retained it until 1836, when he resigned to become Governor of New Hampshire, being elected by an unprecedented majority. He was reëlected in 1837 and 1838. He was appointed sub-treasurer at Boston by Van Buren upon the establishment of the independent treasury, but was removed by Harrison about a year later.

On account of dissatisfaction with the management of the "New Hampshire Patriot," which was in other hands, he, in 1840, established "Hill's Patriot," in connection with his sons, and continued it until 1847, when the two journals were united. He was married at Concord February 2, 1814, to Susan Ayer, who bore him three sons and a daughter. Their son, George McClary, was the unsuccessful Democratic candidate for Governor in 1884. Governor Hill died in Washington, District of Columbia, March 22, 1851.

Seminole War, 1836—In 1836 a number of New Hampshire troops participated in the Florida war against the Seminole Indians. Major Benjamin K. Pierce, a son of the former Governor Pierce and a brother of Franklin Pierce, commanded the American troops at the battle of Fort Drane. Another Granite State officer was Lieutenant John W. S. McNeil, son of General John McNeil, of Hillsborough, and a nephew of Franklin Pierce, who was wounded in battle and died of his wounds.

Van Buren Elected President, 1836—At the Presidential election of 1836, the Democrats secured a tremendous majority in this State. Martin Van Buren, the Vice-President under Jackson, was elevated to the Presidency.

In New Hampshire he defeated General William H. Harrison, the

Whig candidate, by a vote of three to one. In 1840 President Van Buren was renominated. New Hampshire again gave him her electoral votes but the country at large voted for General Harrison, who was elected and died in office after a very short term. John W. Weeks was one of the Presidential electors in 1840. The vote of the State at these two elections was:

1836.

Martin Van Buren, Democrat (elected) 18,722
William H. Harrison, Whig 6,228

ELECTORS—Jonathan Harvey, Isaac Waldron, Tristram Shaw, Stephen Gale, Josiah Russell, Gawen Gilmore, Ebenezer Carlton.

1840.

Martin Van Buren, Democrat (defeated) 32,670
William H. Harrison, Whig 26,434

ELECTORS—John W. Weeks, Stephen Perley, Samuel Hatch, Andrew Pierce, Jr., John Scott, Francis Holbrook, Samuel Burns.

Administration of Governor John Page, 1839-42—When Isaac Hill resigned from the United States Senate to become Governor in 1836 the Legislature elected John Page, of Haverhill, to succeed him. And when Mr. Hill retired from the Governorship, after the customary three terms which the Democratic party gave its Governors during that period, Mr. Page was again chosen to follow him.

He defeated Mr. Wilson, the Whig candidate, in 1839 by a large majority. In 1840 the Whigs named Enos Stevens and Governor Page won by practically the same majority. In 1841 the Free Soil or Abolitionist party entered the field with a candidate and Governor Page was again elected by the same majority. The vote was:

1839.

Whole vote 54,601
Scattering 155
James Wilson, *W*..... 23,928
John Page, *D*..... 30,518

1840.

Whole vote 50,799
Scattering 562
Enos Stevens, *W*..... 20,716
John Page, *D*..... 29,521

1841.

After the presidential election of 1840, the abolitionists, or free soil party began to develop, in opposition to the old parties.

Whole vote 51,689
Scattering 70
Daniel Hoit, *F. S*..... 1,273
Enos Stevens, *W*..... 21,230
John Page, *D*..... 29,116

John Page—John Page, nineteenth Governor of New Hampshire, was born at Haverhill, May 21, 1787. His father, a native of Lunenburg, Massachusetts, removed with his parents to Rindge about 1761, and helped build a log house for their dwelling place. He was a man of great agility and strength, and it is related that he could lay his hand on the back of one of his yoke of oxen and vault over both.

John Page, the son, attended school regularly until he was fifteen years of age, and then gave up study to help his father free the homestead from debt. He was chosen selectman, assessor of taxes for his district in 1815, was a Democratic Representative in 1818-20 and again in 1835; register of deeds for Grafton County in 1827, and again in

DAM AT BRISTOL

1829-35. During the War of 1812 he served as a lieutenant at Stewartstown, on the New Hampshire frontier.

In June, 1835, he was elected to the United States Senate to complete the unexpired term of Isaac Hill, and served until March, 1837. In 1838 he was elected to the Executive Council; but in 1839 left it to occupy the Governor's chair. While chief executive he took particular interest in promoting agriculture in the State and in forwarding Professor Jackson's geological survey. On returning to private life Governor Page spent his time in farming, though he retained an acquaintance with public affairs, and was influential in securing the building of the Boston, Concord & Montreal Railroad. Governor Page died at Haverhill September 8, 1865.

Franklin Pierce Elected Senator—Governor Page was succeeded in the Senate by Franklin Pierce, the future President of the United States. In 1841 Senator Hubbard was succeeded by Levi Woodbury, who had been Senator 10 years previously and later a cabinet member.

In the House of Representatives three new Congressmen began their service in 1837. They were Dr. James Farrington, of Rochester, Charles G. Atherton, of Nashua, and Jared W. Williams, of Lancaster. Mr. Atherton staid in Congress until 1843 and was then promoted to the Senate. Mr. Williams served four years, then was elected Governor, and after that went to the United States Senate.

In 1839 three more new Congressmen went to Washington. They were Tristram Shaw, of Exeter; Ira A. Eastman, of Gilmanton, and Edmund Burke, of Newport. The latter served six years, the others four years each. In 1841 John R. Reding, of Haverhill, became a member of Congress.

Incorporation of Towns—Fifteen more towns were incorporated during the period covered by this chapter. The population of the State jumped from 244,161 in 1820 to 269,328 in 1830, and to 284,574 in 1840. The percentage of growth was much smaller with each census, but during the next decade, ending in 1850, there was an increase of over 11 per cent., twice as large as the increase from 1830 to 1840. In fact, New Hampshire has increased in population at each census since 1775 with the exception of that of 1870, covering the period of the Civil War.

The following sketches of new towns are given:

Bristol Incorporated, 1819—Bristol was incorporated in 1819 from portions of Bridgewater and Hill (then known as "New Chester"). Population, 1,428.

The town has become famous because of the close proximity to Newfound Lake, long and deep and the mecca for fishermen from all parts of the country. It has also become a nationally known summer resort and

is easily reached *via* the Daniel Webster Highway. The town is only 90 miles from Boston and 30 miles from the State capital.

Shelburne Incoporated, 1820—Shelburne was granted in 1668, and regranted in 1769 by King George III to Mark H. Wentworth, Daniel Peirce, Daniel Rogers and John, Daniel, Isaac and Jotham Rindge. In 1770 the same proprietors received a grant of "Shelburne Addition," now the town of Gorham. Theodore Atkinson, secretary of the province, surveyed the grant in 1771. The first settlers were Hope Austin, Benjamin Ingalls and Daniel Ingalls, who came in 1770. Two years later came Thomas Green Wheeler, Nathaniel Porter and Peter Poor, who was later killed by the Indians. Mr. Austin and his wife and three children tramped in five feet of snow for 12 miles to make a settlement. In 1820 the town was incorporated, with a population of 205. The Androscoggin River joined by the Rattle River passes through the town. Mt. Moriah, 4,771 feet high, is the highest elevation, and in 1879 a signal station was established. In 1836 "Shelburn Addition" was set off and incorporated into Gorham. Population, 178.

Strafford Incorporated, 1820—Strafford was set off from Barrington and incorporated in 1820 and named after an English town. Population, 764.

Hooksett Incorporated, 1822—Hooksett was incorporated in 1822 from parts of Chester, Dunbarton and Goffstown. The Chester portion had been known as "Chester Woods" or "White Pine Country." "Hooksett Pinnacle" and the village were known in colonial days as "Hanna-Ko-Kees Hills." In 1853 part of Hooksett was annexed to Allenstown. Population, 1,828.

From the clay character of the soil in this town the principal industry for many years has been that of brick making. It is situated on the Daniel Webster Highway about half way between Manchester and Concord.

Milan Incorporated, 1824—Milan was granted in 1771 to Sir William Mayne and others and named "Paulsbourg" in honor of Paul Wentworth. It was incorporated as Milan in 1824. Population, 730.

Randolph Incorporated, 1824—Randolph was granted in 1772 to John Durand and his son, Edward Perry, Thomas Brown and Charles Henzell, and was named "Durand" in honor of its principal proprietor. In 1824 the town was incorporated and the name changed to Randolph in honor of John Randolph. Population, 67.

Derry Incorporated, 1827—Derry was a part of Londonderry ("Nutfield") until its incorporation in 1827. The special telegraph line to Chester was laid in 1877 and in 1892 telephone connection was established with Manchester. It is a shoe-manufacturing center. Population, 5,382.

ADAMS MEMORIAL BUILDING, DERRY

I. O. O. F. BUILDING, EAST BROADWAY, DERRY

The town is situated about 25 miles southeast of Concord and is the seat of Pinkerton Academy.

Waterville Incorporated, 1829—Waterville was granted as a part of the Gillis and Foss Grant to John Raymond. The first settlement was in 1819 by Moses Foss. In 1829 the town was incorporated as Waterville. Part of it was annexed to Sandwich in 1864. Population, 95.

It is believed that the town derived its name from the two rivers, Mad River and Swift River. The population in 1910 was 16, but by the census of 1920 the number had increased to 95. It is known among fishermen as being one of the best fishing localities in the State.

Freedom Incorporated, 1831—Freedom was formerly the northern part of "Leavitt's Town," which became Effingham in 1778. Freedom was incorporated as "North Effingham" in 1831 and put into Strafford County. The following year the name was changed to Freedom, and in 1840 it was put into the new county of Carroll. Population, 467.

Allenstown Incorporated, 1631—Allenstown was granted in 1722 to the children of Governor Samuel Allen, for whom it was named, as "a tract of land four miles square adjoining Chester side line and Nottingham head line." It was settled in 1747 by Robert Buntin, John Wolcutt, Andrew Smith, Daniel Evans, John Perkins and others, and in 1759 part of the town was incorporated with Pembroke. In 1815 a part of Bow was annexed and the town of Allenstown was incorporated in 1831. In 1853 part of Hooksett was annexed to Allenstown. Population, 1,213.

Carroll Incorporated, 1832—Carroll was granted in 1772 and known as "Bretton-woods" and in 1832 it was incorporated as Carroll. Annexations to it were made in 1848 and 1878 from parts of "Nash and Sawyer's Location," and in 1887 all of "Crawford's Grant" and the balance of "Nash and Sawyer's Location" were annexed. Population, 388.

The town lies almost at the foot of the White Mountains, about 113 miles north of Concord, and is noted for its rugged scenery. The town was originally named Bretton Woods when it was granted to Sir Thomas Wentworth and 82 others.

Errol Incorporated, 1836—Errol was granted in 1774 to people residing in Salem, Massachusetts, and Danvers, Massachusetts. There were few settlers prior to 1800 and only 26 inhabitants in 1820. The town was incorporated in 1836 and the population in 1880 was 161. It is well known for its fishing and hunting. Population, 241.

Gorham Incorporated, 1836—Gorham was granted in 1770 to Mark Hunking Wentworth and others and was called "Shelburne Addition." The first settlements were in 1803 by Bezaleel Bennett, who came from Conway (at that time called "Pigwacket") and remained but a short

time. Stephen Messer, of Andover, Massachusetts, came in 1805 and was the first permanent settler. The Jackson and Goodnow families came two years later, and Joseph Jackson purchased the present site of Gorham Village. The first school was opened in 1832 and the teacher, Miss Salome Mason, of "Gilead," received a salary of $1 a week. In 1836 the town was incorporated and the name changed to Gorham. The Atlantic and Saint Lawrence Railroad was built to Gorham in 1850 and began running trains the next year. This town is 812 feet above sea level and is the nearest village to Mount Washington. There are 12 mountain peaks of an average height of more than 5,000 feet, whose bases are within an eight-mile radius. It is a rendezvous of mountain climbers. In 1902 an electric railroad from Gorham to Berlin was built. Population, 2,734.

Pittsburg Incorporated, 1840—Pittsburg was formerly known as "Indian Stream Territory" until its incorporation in 1840. Its boundary line was established in 1848. It is the largest in territory and the most northern town in the State. Population, 887.

This is another of the few towns in the State to show an increase in population during the last few years. The Connecticut lakes attract fishermen from all parts of the country and the wooded sections lure the sportsmen in the fall of the year.

Bennington Incorporated, 1842—Bennington was incorporated in 1842 and made up from parts of Deering, Francestown, Greenfield and Hancock. In 1842 part of "Society Land" was annexed to it. Population, 568. It is southwest of Concord and well known as a manufacturing center.

CHAPTER XXVI.

TRANSPORTATION BY STAGE COACHES.

Early Posts and Post-Riders—The First Postoffice—Piscataqua Post Route—First Newspaper Road—Stage "Chaise" of 1767—Early Stage Lines—Concord Coaches—Distribution of Mail—Ruel Durkee's Stage—Old Turnpikes—New Hampshire Turnpike Companies—Inactive Turnpike Charters.

(From Essays by G. Waldo Browne of Manchester.)

Early Posts and Post-Riders—There is no more interesting or picturesque character in the early history of a country than the post-rider. The Indian could claim to be the original post-rider of this country. His steed was the birchen skiff, which under his skillful hand glided swiftly and silently along the vine-canopied stream of the primeval wilderness; his letters were the wampum belts of chiefs, their messages, couched in picturesque language, seeking redress for some real or fancied wrong or dictating in no uncertain terms the claims of war. A yet ruder method of communication was the flaming brand that he shook aloft from the summit of a mountain, the signal to be seen and answered by a sentinel on another peak in the distance, which in turn was recognized by a third, this one by a fourth, and so on until the message had been carried for hundreds of miles across a pathless country. But these were ominous summons that portended deadly strife.

With the appearance upon the scene of the civilized races this wild feature of correspondence vanished, and in place of the torch and the wampum with its rude imagery came the letters and newspapers of an educated people. Still it was not until the beginning of the 18th century, when schools were established in this country, that letter writing was mastered by many. Before this inhabitants depended largely upon verbal messages delivered by friends rather than those of a written language. But there were those who could handle the goose quill in a creditable manner, and frequently those who could not write themselves employed a scribe to place their thoughts upon paper. Thus no ship came expectedly into port that did not find a crowd in waiting, looking anxiously for some communication from the friends and loved ones in the homeland.

First Postoffice in New England—So numerous, for the times, did these letters and packages become that the government, on November 5, 1639, ordered all letters to be sent to the house of Richard Fairbanks on Cornhill, Boston, where people could call for them. This was the first postoffice in New England. As the inhabitants became more scattered

and letters became more numerous, it was necessary to employ men to carry these missives, and they were known as post-riders.

Mounted couriers, or men on foot, were employed by government to send its messages to different sections of the country, there being no newspapers. The journeys of these riders were often performed at risk of life and limb, to say nothing of the hardships endured. Frequently long distances were made in remarkably short time, and these agents or messengers won in friendly rivalry records that were the crowning events of their lives.

Government fixed the compensation at three pence a mile, while inn-holders were warned not to charge exorbitant prices for their fare and ferry-men were ordered not to delay them on their passage and to carry them free. The post-rider was authorized to press into his service any horse or horses that he might need in case of an exigency.

Piscataqua Post Route—Andrew Hamilton, formerly a successful merchant of Edinburgh, and who came to New Jersey in 1686, was made deputy postmaster-general April 4, 1692. He established a regular post-office in Boston the following May. He established the first post-office in New Hampshire at Piscataqua then and laid out a route for post-riders running from Piscataqua, New Hampshire, through Boston to New York and Philadelphia, and then on to Richmond, Virginia.

The rate of postage made the cost of a single letter of six pence from Piscataqua to Boston; from Boston to Connecticut, nine pence; to Philadelphia, fifteen pence. All public letters were sent free.

Duncan Campbell, a sturdy Scotchman of undoubted integrity, was appointed deputy postmaster at Boston in 1693, and a salary was affixed to the office of £20 a year. He was also "as an encouragement exempted from paying of taxes" and allowed to sell strong drinks. A further proof of the desire of the government to make the work a success was an act of the general court which provided "that for three years all persons not bringing letters to the post-office (except those excepted) shall pay four times the regular rates."

A fine of five pounds was laid upon any ferryman who should detain a post-rider, and the owners of horses pressed into the service received six pence a mile for their use.

First New Hampshire Road—The first road leading into New Hampshire was the old "King's Highway," connecting Boston with Portsmouth. This seems to have been a popular route as early as 1766, and it led through Greenland, Stratham, Exeter, Kingston, Plaistow, Haverhill, Bradford, Andover, Wilmington, Woburn, Medford to Boston. It was sixty-six miles in length.

Another road a little later was established leading out of Boston through Lynn (turning at Medford), Salem, Ipswich, Newbury, Hamp-

OLD HOOKSET TAVERN

ton, and joining the other at Greenland. This route was extended through the province of Maine, northward; and over the old Indian "Carrying-Place," at the headwaters of the Kennebec and the Chaudiere to Quebec. It was over this route that Arnold passed with his troops upon that memorable winter march to conquer Canada.

In 1770 another road into New Hampshire, known as the "Road to Number Four," now Charlestown on the Connecticut, was open to travel. This road crossed the Charlestown Ferry and went through Cambridge, Lexington, Concord, Acton, Littleton, Groton, Shirley, Lunenburg, Fitchburg, Ashburnham, Winchendon, Massachusetts; Swansey, Keene, Walpole to Charlestown, New Hampshire. The distance was 119 miles.

Almost the first movement made by the Scotch-Irish colony that settled Nutfield in 1719 was to open roads for the convenience of the settlers. A road had already been opened to Haverhill, and what afterwards became known as "The Great Road" was ordered built to Amoskeag Falls. Nearly a hundred years before this, the Apostle Eliot, in the summer of 1649, had caused to be cleared a road or pathway up the west bank of the Merrimack River to Amoskeag Falls, where Passaconaway had requested him to visit his people. Illness prevented the good man from undertaking the journey, but his noble intentions had been instrumental in laying out the first road coming into our State.

The breaking out of the Revolutionary War placed another check upon roads, so that the most common way of travel was upon horseback or on foot, the slow-moving ox-team the power used to move heavy commodities. A system of post-riders extended wherever new settlements sprang up, and the scanty number of letters, papers and parcels were carried through all the principal towns by these hardy carriers. The main roads banding the country were improved somewhat and came to be known as "Post Roads." The first of this class of highways ran between Boston and New York by way of Providence, Stoningham, New London and the shore of Long Island Sound, a distance of two hundred and fifty-five miles. It was over this route that Madame Knight made her memorable trip in the summer of 1804.

"Stage Chaise" of 1767—The evolution of the stagecoach forms an interesting bit of history. In 1767 a line of conveyance was established between Boston and Salem, known as the "Stage Chaise." The vehicles used on shorter routes seemed to have been generally known as the "stage-coach," "stage-wagon." Boston was connected in 1872 with Marblehead by a carriage transportation called "the stage-chariot."

Even this was outdone by Bartholomew Stavers, who, in May, 1763, announced that his "Flying Stage-Coach" was running with four and six horses and that he would take passengers from Portsmouth, New Hampshire, to Boston for 13s. 6d., including fare "at good inns on the way

where good entertainment and attendance are provided for the passengers in the coach." The coach could carry six persons inside.

As a matter of fact, Mr. Stavers had opened a line to Boston with the following advertisement in April:

FOR THE ENCOURAGEMENT OF TRADE FROM PORTSMOUTH TO BOSTON.
A LARGE STAGE CHAIR

With two good horses, well equipped, will be ready by Monday the 20th inst. to start out from Mr. Stavers, inn-holders, at the Sign of the Earl of Halifax, in this town to perform once a week; to lodge at Ipswich the same night; from thence through Medford to Charlestown Ferry; to tarry at Charlestown till Thursday morning, so as to return to this town the next day; to set out again on the Monday following: It will be contrived to carry four persons besides the driver. In case only two persons go they may be accommodated to carry things of bulk and value to make a third or fourth person. The price will be Thirteen shillings and six-pence sterling for each person from hence to Boston, and at the same rate of conveyance back again; though under no obligation to return in the same week in the same manner.

Those who would not be disappointed must enter their names at Mr. Stavers on Saturday, any time before nine o'clock in the evening, and pay half at entrance, the remainder at the end of the journey. Any gentleman may have business transacted at Newbury or Boston with fidelity and despatch, on reasonable terms.

As ladies and gentlemen are often at a loss for good accommodations for traveling from hence, and can't return in less than three weeks or a month, it is hoped that this undertaking will meet with suitable encouragement, as they will be wholly freed from the care and charge of keeping chairs and horses, or returning before they have finished their business.

New Hampshire's Pioneer—Bartholomew Stavers, who must be considered as the pioneer stage-driver in New Hampshire, or northern New England for that matter, seems to have come to Portsmouth, with his brother John in 1755. He was a very energetic man, described as being rather below medium height, with a florid countenance. As has been shown, his stages were started from his brother's stable at "The Earl of Halifax" Inn, on what was then called Queen's Street, since changed to State Street. It is needless to say that the opening of this stage route was an event equal to the opening of a railroad in the four-score years to follow. Hitherto there had been no means of public passage anywhere in the State. Mr. Stavers inherited a strong love for his native land, and he looked upon the movements of the discontented colonists as uncalled for and likely to bring the necks of the "rebels" to the halter. In this frame of mind he returned to England in December, 1774, leaving his wife and unborn son behind. He never came back to this country, and thus he never saw his son William born after his departure.

It was not until 1786 that the mail was first carried in coaches from Portsmouth to the South. A writer remarking upon the time occupied in delivering mail matter aptly says: "In the mountains of New Hampshire, in the hill country of Pennsylvania, in the rice swamps of Georgia and the Carolinas, letters were longer in reaching their destination than they are now in reaching Pekin, China. Letters sent out from the prin-

cipal offices spent five weeks in passing a distance now traversed in as many hours."

In comparison to the cases cited, in remote regions it often happened that the post-rider was a man of advanced years, who, as his jaded beast jogged along the lonesome stretches of country road, whiled away his time in knitting woolen mittens and stockings. Letters were not infrequently held at the office for want of the fees needed to pay for their transportation, or at the other end waiting for weeks to have the person to whom they were addressed obtain the money necessary to secure them. There was absolutely no protection over mail matter in transportation, and it was frequently claimed, with probably good reasons, that the rider opened and read them at his leisure. It was this reason which led many public and business men to correspond in cipher. At their destination letters fared no better. Postoffices were usually kept in taverns or stores, where some corner became the receptacle for the missives, and hither persons looking for letters were wont to turn and rummage through the collection in the hope of finding there some communication from friend or relative, or it might be a business proposition.

Early Stage Lines—Among the most prominent of the many stage lines was the Concord and Hanover over Londonderry Turnpike from Barnard's, Elm Street, Wednesday and Friday at 5 a. m.

There was also a line running through Londonderry from Haverhill, Massachusetts, to Concord, New Hampshire. Yet a third connecting Lowell with Portsmouth, running through Kingston and Exeter. The first of these was accommodated at what was known as Boynton's Tavern, standing a few miles south of Derry Village. The third line of stages was accommodated at a public house about a mile from the other and kept by a man named Fisk, for a while, and later by a Mr. Willey. These houses could entertain some fifty guests each.

The Boston, Concord, Hanover, Burlington, Montreal and Quebec mail stage left Wilde's, No. 11 Elm Street, Boston, every morning except Sunday at 7 o'clock.

The Boston, Haverhill and Concord mail stage left No. 11 Elm Street tri-weekly, making the distance of sixty-eight miles between 7 a. m. and 9 p. m. The fare was $5.

Boston and Keene, New Hampshire, known as the "North Star Line," via. Lowell, left No. 7 and 9 Elm Street, Boston, tri-weekly, Tuesday, Thursday and Saturday at 2 a. m., reaching its destination in the evening.

Boston, Fitchburg, Fitzwilliam and Brattleborough, Vermont, was a daily mail stage, leaving No. 11 Elm Street every week-day morning at 5 o'clock. The fare was $3.75.

Boston, Portsmouth, New Hampshire, and Portland, Maine, was an accommodation stage line leaving No. 84 Ann Street, Boston, every week-day morning. The distance covered by this line, made by at least several divisions, was 210 miles, and the fare for the entire trip was $11.

The Mail Pilot Line between Boston and Burlington, Vermont, via. Concord, New Hampshire, left No. 9 Elm Street, Boston, daily, except Sunday, making a route of 210 miles.

Besides these through lines were many shorter lines connecting the main centres with the interior. At one time Concord, in those days the one great centre, had as many as thirty lines running out like the fingers of a huge hand.

The following notice published in a paper of that period explains the extent to which stage lines had been developed and their importance to the traveling public:

Famous Long Distance Lines—"Stages from Portsmouth in New Hampshire to Savannah in Georgia.

"There is now a line of stages established from New Hampshire to Georgia, which go and return regularly, and carry the several mails, by order and permission of Congress."

This advertisement then goes on to explain how and when this line of stages run and connect.

Although these first carriages used by Captain Pease and his successors were pronounced comfortable, improvements were attempted from time to time. It was not, however, until the introduction of the Concord wagon, with its body hung on thoroughbraces, first tried in 1814, that the very acme of satisfaction was reached. These coaches immediately became famous, and the manufacturers did a flourishing business.

Manufacture of Concord Coaches—The manufacture of the well known Concord stage coach was begun by Lewis Downing of Concord in 1813, and was continued by him and his successors until the vehicles made by this firm became the most famous of all the carriages used for the purposes designated. Not only did they become favorites here in the State, but they were used in faraway sections of the country, and helped to carry civilization from the Atlantic to the Pacific. To their staunch frames the mountain tourists of earlier times were indebted for their speedy journeys, and the few lines which remain in this region are a source of the greatest pleasure to those wise enough to take the trips.

Major Downing, the son of the pioneer manufacturer, in describing these vehicles, says:

"In the early 30s, there were twenty-five stage coaches, loaded, arriving every evening and departing every morning from Concord, but now not one, though the iron steed brings thousands to fill their places. The same thing might be said, though with a change of date, of a dozen of our famous mountain resorts, and the service which these fine old coaches did in bringing to public attention our glorious mountain scenery can never be fully estimated. May it be many a year before the last of these inanimate veterans of the road makes its final trip."

It was not infrequent that one of these stages performed its work upon the route followed by some of those wild western drivers, whose hair-breadth escapes would make a romance out of every day life. It was in a Concord coach that Horace Greeley took his famous ride with Hank Monk, as pictured by Joaquin Miller.

THE OLD STAGE COACH.

The old stage drivers of the brave old days!
The old stage drivers with their dash and trust!
These old stage drivers they have gone their ways,
But their deeds live on, though their bones are dust;
And still many a camp-fire tale is told
Of these daring men in the days of old.

Of honest old Monk and his Tally Ho,
When he took good Horace in his stage to climb
The High Sierras with their peaks of snow
And 'cross to Nevada, "and come in time."
But the canyons below were so deep—Oh! so deep—
And the summit above was so steep—Oh! so steep.

The horses were foaming. The summit ahead
Was as steep as the stars on a still, clear night.
And steeper, and steeper the narrow route led,
Till up to the peaks of perpetual white,
But the faithful old Monk, with his face to the snow,
Sat silent and stern on his Tally Ho.

Sat silent and still, and sat faithful and true,
To the great, good man in his charge that day;
Sat vowing the man and the mail must "go through
On time," though he bursted both trace and stay;
Sat, silently vowing, in face of the snow;
But the way was so steep, and so slow—Oh! so slow!

The bleak pines were black; the bright silver peaks
Were silver worlds, singing of Heaven and home;
Great eagles swooped by, with bright, shiny beaks.
The far waters called from their canyons of foam—
Then, sudden out-popping a head snowy white—
"Mr. Monk, I *must* lecture in Nevada to-night!"

With just one thought that the mail must go through;
With just one word to the great, good man—
But weary—so weary—the stage wheels drew
As only the weary old stage wheels can—
When again shot the head, and its shrieked outright!
"Mr. Monk, I must lecture in Nevada to-night!"

Just then came the summit! And the world below.
It was Hank Monk's world. But he no word spake.
He pushed back his hat from the high peaks of snow!
He threw out his foot to the great strong brake!
He threw out his silk! He threw out his reins!
And the great wheels reeled as if reeling off skeins!

The eagles were lost in the crags up above!
The horses flew swift as the swift light of morn!
The mail must go through with its message of love.
The miners were waiting his bright bugle horn.
The *man* must go through! And Monk made a vow
As he never had failed, why he wouldn't fail now!

How his stage spun the peaks like a far spider's web.
It was spider and fly in the heavens up there;
And the swift swirling wheels made the blood flow and ebb,
For 'twas death in the breadth of a wheel or a hair.
And so out popped the head, and the piping voice cried
"Mr. Monk! Mr. Monk!" But no Monk replied.

Then the great stage swung, as if swung from the sky;
Then it dipped like a ship the deep jaws of death;
Then the good man he gasped, as men gasping for breath,
When they deem it is coming their time to die.
And again came the head, like a battering ram,
And the face it was red, and the words they were hot:
"Mr. Monk! Mr. Monk! I don't care a—
Whether I lecture in Nevada or not!"

Distribution of Mail—It is related by the historian of Dunbarton that prior to 1812 the only means of distributing the Concord mail in town was by individuals. Three papers were taken by the residents, Farmers' "Cabinet," Amherst; Hill's "Patriot" and Tuttle's "Concord Gazette." The publishers notified these post carriers by writing upon their papers when the time came, "Your turn next." The person receiving this notice rode, the following week, on horseback to the office and brought back the papers directed to each subscriber.

Those who had occasion to patronize the stage lines from the southern section of the State to Boston long remembered with great pleasure a veteran of the ribbons, known as "Phin." The drivers of Phineas Harrington's day went on the principle that there is always room for one more on a coach, but he was peculiar in that it was his invariable custom to refuse all passengers after he had taken on eight. It is related that once, as Phin was starting from Groton with his quota of human freight, a somewhat large man, with a silk hat and dressed in the height of fashion, came running after him to secure passage. But Phin would not listen to him, though the other begged and threatened his best.

"I must get to Boston today, and it is necessary that I go with you."

"Can't help it!" replied Phin. "Got all I can carry," and cracking his long whip, away bounded the horses, leaving, as the knight of the whip supposed, his would-be passenger.

But the latter had caught upon back straps, and despite the danger and discomfort of his position, held on like the Arab's ghost.

In fact, once Phin had got his horses under way he dared not let go, for this old veteran was a terrific driver.

Finally, when this passenger had about come to the desperate determination to let go of his precarious hold, even if he did not get to Boston, Phin suddenly checked his horses' headlong speed and brought them to a standstill.

"Whoa!" called out the animated driver, and echo answered, "Oh!" as the persistent passenger was thrown to the ground in a heap.

Picking himself up, much to the amusement of the onlookers and the chagrin of Phin, covered with dust and his silk tile ruined, the man clam-

bered to the driver's seat and defiantly awaited the result. Phin was nonplussed, but when the roar of laughter from the bystanders had died away, seeing that he had a hard person to beat, the old stager compromised by taking the man as baggage. In this way he reached Boston without further delay.

One of the best known and most genial of the old-time stagers was Hiram Gillingham, "Uncle Hiram" as everybody knew him, who drove the stage for many years between Bradford and New London. He also drove between Bradford and Newport, carrying many times as a passenger that quaint country politician, Ruel Durkee, the sage of Croydon. Edmund Burk was another noted person among the hundreds of celebrities that he carried.

Ruel Durkee's Stage—The stage on which Durkee rode almost daily in the summer months was driven for a long while by Chester Averill, a good natured driver, who had rather lose a fare than have a quarrel with his passenger. Durkee had not been in the habit of paying his fare, probably thinking it was sufficient that he gave the other his company, though he was never talkative. Finally the drivers changed and Horace Averill became the successor to Chester. Better known as "Hod" he was of a sterner type than his brother. Durkee continued to ride as heretofore, and as heretofore he rode without offering to pay. At last, very much to his surprise, Hod thrust a bill into his hand for $32.50. The politician looked at this and then upon the other, finally exclaiming in his halting speech:

"A-a-a! what's this for, Hod? A-a-don't owe you anything."

"Don't owe me anything?" demanded the old stager, with a look of disdain. "Hain't you been riding with me off and on all summer?"

"A-a-Chet never charged me anything."

"H——! you ain't been riding with Chet lately."

Ruel paid the debt and after that was careful to pay at the time.

But coming back to Uncle Hiram, at the time of giving up his lifelong calling in 1908, owing to the infirmities of old age, he was the oldest stage driver in point of service in the State. He was born in Newbury, November 20, 1822, the son of James and Hannah (Twiss) Gillingham, Jr.

Among the New Hampshire stagers was Ruel C. Pike, a native of Unity, who at the age of eighteen began stage driving between Newport and Bradford, which was finally extended so as to connect Claremont and Bradford. In 1861 he had the pleasure of being one of the drivers to take the Claremont troops through to Bradford on their way to Concord.

Upon quitting the stage after about fifteen years on the driver's box, he kept the Bradford Hotel, later going to San Francisco, where he was on the police force until failing health obliged him to resign. He then took up his abode in Claremont, where he had lived previously to going away. He died in 1908.

John Little, of Meredith, whose giant figure and dark complexion made him anything but little in physique, and who, like Robin Hood's staunch henchmen, might well have been called "Little John," was another old stager still remembered by many.

He handled the reins over a sleek double span that drew the stage between Meredith and Centre Harbor. Quick at repartee and having an abundant stock of stories on hand, he was a prime favorite with all who came in contact with him.

Third Class Passenger—It is related of him that one time a well-dressed, pompous gentleman from Boston desired passage to Centre Harbor, but he considered the fare too high. Looking him over sharply from the corner of his eye, a habit of his, the old stager finally said:

"Them are my first-class rates. If you want to go at second-class, it will be three-fourths as much. Third-class rates are one-half as much."

The passenger believed that here was his chance opportunity to outwit John, so he asked:

"They all go on this stage?"

"Certainly."

"Then I will go at third-class rates."

He was told to climb aboard, and nothing loth, seeing that he was allowed an equal chance with the others to pick his seat, the pompous passenger did as he was told. Half an hour later, as he was congratulating himself upon his shrewdness in saving half of his fare, the stage reached the foot of one of those mile-long hills that crossed the country like great ribs of granite, and the coach came to a standstill. Then the stentorian tone of John Little called out:

"First-class passengers remain seated. Second-class passengers get out and walk. Third-class passengers get out and push after the old cart!"

The only "third-class" passenger aboard, the feelings of the gentleman from Boston may be imagined at this stern awakening from his dream.

The Old Turnpikes—In many New Hampshire towns will be found an old road locally known as "the turnpike," or the "old turnpike," over which are hovering romantic traditions of the glory of stage-coach days, while perhaps a dilapidated old building, standing close beside its now grass-grown pathway, is reverently pointed out as having occasionally been the temporary resting place of men great in our country's annals. But aside from the charm of such old stories the inquirer will be able to learn but little for, strange to say, those old roads have not found their place in history, and what little is known about them seems to be fast departing with an older generation.

Turnpikes, as distinguished from the ordinary roads of the same time, were those on which gates barred the progress of the traveler, at which payments were demanded for the privilege of using the road. Such payment was called "toll' and the gates were known as "toll-gates." The privilege of building such "turnpikes" and of collecting toll thereon was conferred by the Legislatures upon various individuals under the form of turnpike corporations, and the roads were constructed by private capital, were privately owned, and were operated for the revenue derived from the collection of the tolls.

In the eighteenth century the name "pike" seems to have been applied to anything terminating in a point and the form of gate now called a "turnstile," being made of four crossed bars sharpened at their outer ends and turning on a center, was called a "turnpike." As this was about the only form of gate in use the name was readily applied to the tollgates when they first appeared. A reversion to ancient form is thus found in the entrances to our elevated and subway systems and many places of amusement where we enter through such "turnpikes" or "turnstiles" paying our toll as we pass. The dictionaries still define "turnpike" as a gate, and the early charters allowed the building of "turnpike roads" and the erection of "turnpikes" across them. But the longer word soon became shortened, and as "turnpikes" the roads themselves were commonly known.

The Turnpikes of New Hampshire—Three days behind Massachusetts, New Hampshire set the turnpike movement going on the 14th day of June, 1796, when the "Proprietors of New Hampshire Turnpike Roads" were incorporated. It would seem that the promoters of this road did not anticipate the eighty-one other corporations that were to follow them when they chose a name with so little to distinguish it and so little suggestive of the road's location. But the movement grew, two more being incorporated in the same century, while forty-seven appeared on the statute books during the first ten years of the nineteenth. In this State the agitation for turnpikes continued long after it had been looked on as a thing of the dim past in the others. Seven acts of incorporation were passed in the sixties, seven in the seventies, three in the eighties, and one in 1893, nearly all of which were exploited in the interests of summer tourist travel.

As in Massachusetts, the custom in New Hampshire generally called for the location and building of entirely new roads, although there were cases in which old roads were utilized. But in the matter of tolls the Granite State followed the lead of Pennsylvania and adopted a system which has stood the test of time, it being on a mileage basis. Under this system the gates and tollhouses could be erected at any suitable points, and the rates for collection scaled according to the distance to the adjoin-

ing gates. The rates of toll granted to the first company were as follows:

	Per Mile. Cents.
Every ten sheep or hogs	1
Every ten cattle	2
Every horse and his rider, or led horse	1
Every sulkey, chair, or chaise, with one horse and two wheels	1½
Every chariot, coach, stage, waggon, phaeton, or chaise with two horses and four wheels	3
Either of the carriages last mentioned with four horses	3
Every other carriage of pleasure the like sum according to the number of wheels and horses drawing the same.	
Each cart or other carriage of burthen drawn by one beast	1
Each waggon, cart, or other carriage of burthen drawn by two beasts	1½
If by more than two, one cent for each additional yoke of oxen or horse.	
Each sleigh drawn by one horse	1½
By two horses	2
If by more than two, one cent for each horse.	
Each sled drawn by one horse	1
Each sled drawn by two horses or a yoke of oxen	1¼
If by more than two horses or a yoke of oxen one cent for each pair of horses or yoke of oxen.	

One might wonder after inspection of the above how a toll gatherer would compute the lawful toll on a flock of turkeys such as were often driven over the roads in the old days, but the schedule seems to be very complete otherwise, and it is a source of surprise to learn that there was an omission which gave rise to much trouble. The vehicle which was not classified was the "sleigh of burthen." Consultation of the dictionary leaves us with the feeling that between sleds and sleighs of various horsepower the "sleigh of burthen" would hardly have found a vacancy on the above list, but such vacancy was found. It would seem that "sleigh of burthen" must have been a local name for what we now call a "pung," and that it was considered neither a sled on low solid runners, nor a sleigh for pleasure riding.

WHEREAS impositions on the publick have taken place in consequence of the omission of the words "sleigh of burthen," after the word "sled" in several acts passed for the purpose aforesaid; for remedy whereof—

BE IT ENACTED by the senate and house of representatives in general court convened, That from and after the passing this act, every sleigh of burthen shall pay no more toll than is charged on a sled drawn by the same number of beasts, although the words "sleigh of burthen" are not inserted in said act or acts,

after the passage of which, on June 17, 1806, there was no more trouble.

The straight line requirement does not appear in any of the New Hampshire charters, due no doubt to the rugged topography which forbade such a layout. From first to last the authority to build and maintain a road was expressed as follows:

AND BE IT FURTHER ENACTED, that the said Corporation are empowered to survey, lay out, make, and keep in repair, a Turnpike-road or highway of four rods wide in such rout or track as, in the best of their judgment and skill, will combine shortness of distance with the most practicable ground from.....to.....

Special acts were passed in nearly every emergency in New Hampshire, only four general acts being found. Three of these appear in the Revised Statutes of 1830, but they had disappeared in 1842. One was the act just quoted: another, passed in 1806, allowed the proprietors of turnpike roads and toll bridges to reduce their tolls whenever they wished and as much as they wished, a most inestimable privilege; the third provided that alterations in a road might be made upon application to the Court of Common Pleas, and upon its order. In the revision of 1857 a new law appeared providing that the franchise of any corporation entitled to collect toll might be seized on execution and sold at auction. Bids were made in units of time, the successful bidder being the one offering the shortest time and being entitled to collect tolls during the period named in his bid, in return for which he paid the judgment. Except for these few laws each corporation was controlled by special acts passed in reference to it.

The New Hampshire Turnpike—The first company was entitled the Proprietors of New Hampshire Turnpike Road. The petition for incorporation set forth that communication between the seacoast and the interior parts of the State might be made much more easy, convenient, and less expensive than hitherto by a direct road from Concord to the Piscataqua Bridge; but that "the expensiveness" of such an undertaking would render it difficult of accomplishment "otherwise than by an incorporated company" to be "indemnified by a toll for the sums that should be expended" by it.

This company's road was promptly completed, covering a distance of thirty-six miles and passing through the towns of Durham, Lee, Barrington, Nottingham, Northwood, Epsom, Chichester, Pembroke, and Concord. Its eastern terminus was at the Piscataqua Bridge, which connected Durham and Newington over a half mile of water, and was considered in those days a marvel of bridge building. The western end was at the "Federal Bridge" over the Merrimack in Concord, and the road there is now known as Portsmouth Street. In 1803 an additional act was passed which allowed the building of a branch turnpike leaving the main road on the "Dark Plains," about two and a half miles from the "Federal Bridge," and running southwesterly to the Concord Bridge.

No tolls were to be collected on any mile until $600 had been expended thereon or a proportionate sum upon several miles covered by one gate. Proposals for construction were invited in Portsmouth October 3, 1800, and on March 19, 1803, public notice was given that the required sums had been expended. and that the company would avail itself of the privilege of collecting tolls on and after April 1 of that year. The cost of construction was $900 a mile.

As rates of toll were by the mile the company was at liberty to erect as many gates as it saw fit, and it appears that there were three within

the limits of the town of Durham. The first was near Johnson's Creek, the second a little below Durham Corner, and the third at Mast Road crossing. A short distance farther and within the town of Lee another gate was found at the Oyster River Bridge. By an act passed June 14, 1824, the corporation was allowed to sell its road to the various towns through which it passed. Concord's history tells us that that town voted in the same year to purchase its option of the road if the price was not over $500, and from a communication to the "New Hampshire Gazette" of October 26, 1824, we learn that Portsmouth had appropriated a sum not in excess of $4,000 for the same purpose. Wadleigh's "Notable Events in the History of Dover" gives January 28, 1825, as the date on which the road became free to all.

Every twenty years an account of the receipts and expenditures was to be rendered to the judges of the Supreme Court, neglect to result in "forfeiture of the privileges of this act in future." This was better than the Massachusetts act, which provided no penalty and hence was generally disregarded.

If the net profits shown by such an account were in excess of 12 per cent the judges were to reduce the rates of toll, but if less than six per cent they were to be increased.

The limit within which the road should be completed was set at ten years. The corporation was to be liable to indictment and fine, as were the towns, for failure to keep the road in good order.

Visitors to Concord see many neat granite stones marking spots of historical interest; and if one will go to the east end of the Pennacook Street Bridge over the Merrimack he will find there such a marker. From it he will learn that there is the site of the first ferry, which was established by Captain Ebenezer Eastman in 1727, and that Tucker's Ferry was in operation there in 1785, the Federal Bridge appearing in 1798. Another note should be cut on that stone, as it also marks the westerly terminus of the first New Hampshire Turnpike in 1798 or about that year.

Passing over the bridge and taking the first road to the right brings one to Portsmouth Street, the old turnpike as it was first built. This route made the terminus on the Merrimack nearly two miles north of the business center of Concord, and the turnpike proprietors must have only waited the completion of the Concord Bridge to secure a better entrance to Concord. This was done in consequence of an act of 1803, a new road being cut from a point on the Dark Plains straight to the Concord Bridge. That road now enters Concord as Bridge Street and leads the traveler to Main Street, nearly opposite the State House. It is a State highway, but Portsmouth Street is a neglected sandy track through the woods.

Both the Federal and Concord bridges were authorized by acts of in-

corporation passed in 1795, the Federal being opened in 1798 and the Concord a few years later.

The Second New Hampshire Turnpike—The Second New Hampshire Turnpike Corporation was created December 26, 1799, and lasted until 1837, when its charter was repealed. Its route was "from lottery bridge in Claremont to the plain in Amherst, near the Court House." The matter of this turnpike was considered at an Antrim town meeting November 18, 1799, and a vote of "no objection" was passed. The road was built across the eastern edge of that town in 1800, and for twenty-five years carried an enormous traffic of farm products and timber to Boston, the teams returning with loads of rum and store goods. The gates were about eight miles apart, there being two in Francestown and one at Hillsboro Upper Village. Although not obliged to do so by its charter this company fell into the prevailing error and made its road too straight.

The Third New Hampshire Turnpike—The proprietors of the Third Turnpike Road in New Hampshire were incorporated December 27, 1799, to build "from Bellows Falls in Walpole, on the Connecticut River, through Keene, toward Boston, to the Massachusetts line," and in 1808 were allowed to build a short branch in the town of Marlboro. When the turnpike became available it soon became the common practice for most people to carry their products to Boston in their own teams, after snow fell, and it was not uncommon to see from twenty to forty traveling together.

The corporation was organized in February, 1800, at a meeting held in Major William Todd's tavern in Keene, and construction was started the same year. The turnpike did not enter the center of Keene, that is Central Square, but curving to the west passed around it. In 1808, at the solicitation of Keene's selectmen, a revision of the line was made in that village and the present straight lines of Court Street became the new turnpike limits.

In December, 1803, Dearborn Emerson started a line of stages over this road, running between Boston and Bellows Falls. Under earlier conditions it had cost $6 to be carried from Keene to Boston, but Mr. Emerson's enterprise reduced the fare to $4.50.

June 18, 1801, this corporation obtained from the Massachusetts Legislature an act granting it the right to extend its road about four miles into that State. By 1821 the business had become so poor that the owners had practically abandoned the road, and we find the town of Keene voting in that year to keep the old turnpike in repair. Two years later the town laid it out as a public highway.

In 1824 the corporation was allowed to surrender its charter and turn its road over to the municipalities, which it had already done apparently. July 4, 1837, the Legislature repealed the act of incorporation.

The location of this road at Bellows Falls was determined by the fact that a bridge across the Connecticut, the first one erected over that river, was already in place. Another turnpike company was incorporated in Vermont six week before the act creating the Third New Hampshire, which continued the line of travel from the bridge at Bellows Falls well along toward Rutland. That company was the Green Mountain.

The Third New Hampshire Turnpike was the predecessor of the Cheshire Railroad, now the Cheshire Branch of the Fitchburg Division of the Boston and Maine Railroad. But while the turnpike had dared to cross the foot of Monadnock's steep sides, the railroad engineers used better judgment and bore their road well to the south.

The Fourth New Hampshire Turnpike—The Fourth New Hampshire Turnpike Corporation was formed in 1800 with authority to build from "the east bank of the Connecticut River in Lebanon, nearly opposite the mouth of White River, to the west bank of the Merrimack River in Salisbury or Boscawen; and a branch running to it southeasterly from White River Falls Bridge in Hanover." Boscawen was selected for the easterly terminus and the road began there at the bridge from Fisherville.

Directly opposite to the Massachusetts custom, the incorporators of New Hampshire companies were allowed to lay out their roads in accordance with their own judgment, a much more equitable method and which, subject to approval by a public service commission, now prevails generally in provisions for railroad locations. This road was located by a committee selected entirely from men outside of New Hampshire. McClintock says the estimated cost was $600 a mile, but the road actually cost $61,157, or over $1,200 a mile.

Completion of the road was delayed by the competition between the south and center villages of Salisbury, which was finally compromised by building through both. The Andover section was built by Captain Stephen Harriman, of Vermont, who gathered quite a remarkable contractor's outfit. A light frame house was built on trucks for the accommodation of himself and family, which was moved as the work progressed by eight yoke of oxen. The twenty men who composed his force were accommodated in tents, and two daughters of the boss prepared their meals by means of a large iron-hooped brick oven built on a solid platform on wheels. The road was completed and opened in the fall of 1804, and the toll gatherers installed, being sworn to the faithful discharge of their duties and giving sureties for $500 each.

As in the country served by the Third New Hampshire, the custom soon prevailed in the section of the Fourth of making annual fall trips to Boston for the disposal of products. On many a pleasant winter evening the Common, east of Moulton's Tavern in Andover, might have been seen covered with parked sleighs and sleds of many varieties, from

the huge van drawn by eight horses to the little one-horse pung filled with the butter, cheese, poultry, etc., of the New Hampshire or Vermont farmer seeking a market "down below."

In 1833 changes in the road were allowed in Lebanon and Enfield, and in 1840 the road became free, Andover paying $566 for the privilege of owning the portion in that town. Travel thereupon increased and continued in a steady stream for about seven years, or until the Northern Railroad was opened between Concord and White River Junction. A line of freight wagons was run by Balch, each team composed of eight well-groomed white horses, one seat being occupied by a stalwart negro, a striking figure and unusual in those days. Heavy pieces of single freight were taken by four or six-horse teams; while the miscellaneous travel was carried in three-horse or "spike" teams; two-horse or "pod" teams; and one-horse teams or pungs in winter.

The Fourth New Hampshire was the predecessor of the Southern Division of the Boston and Maine from Concord to White River Junction, but took a more direct course. Travelers by rail today may observe the old turnpike close beside the track between Andover and Potter Place stations, and again in Lebanon, but elsewhere the two are far apart.

The Fifth New Hampshire Turnpike—The Fifth New Hampshire Turnpike Corporation was chartered June 17, 1802, and hoped to build about forty miles of road from Piscataqua Bridge to Meredith Bridge, connecting Portsmouth with Lake Winnepesaukee. A five years' extension of time was secured in 1810, but nothing further has been found.

The Sixth New Hampshire Turnpike—The Sixth New Hampshire Turnpike Corporation, chartered June 17, 1802, appears to have been primarily a toll-bridge corporation, although it had authority to build about ten miles of turnpike through Hinsdale and Winchester to connect with the branch of the Fifth Massachusetts which was built to the State line prior to 1806. The New Hampshire corporation had authority to build a toll bridge across the Connecticut River in Hinsdale, and completed the same in 1804. The bridge was almost immediately destroyed and was rebuilt in 1805, this time standing until 1807, when it was seriously damaged by a freshet. To enable the company to finance the repairs the Legislature of 1807 gave sanction to a lottery by which $8,000 might be raised. The name of the corporation was changed in 1852 to Hinsdale Bridge Corporation, which justifies the supposition that the turnpike had been previously abandoned.

The Branch Turnpike—The Branch Road and Bridge Corporation was granted its charter in the same year to build from the north line of Fitzwilliam to a road between Keene and Swanzey. This seems to have been a part of a scheme of which the Worcester and Fitzwilliam was to

form the Massachusetts section, but the New Hampshire people had better luck, for construction was commenced in 1803 and carried through.

A bridge that would stay in place had never been built across the little river at the foot of Keene's main street, so town and turnpike united, the town contributing $4,000, and built the first "permanent" bridge in that location.

Another corporation was later formed which built a section of the same route extending about half way across the town of Fitzwilliam, leaving the balance to be traveled over the public road.

From Keene to the Massachusetts line these two turnpikes followed closely along the route later adopted by the engineers of the Cheshire Railroad, and while the Third New Hampshire anticipated that line in its general plan the Branch and the Fitzwilliam were its predecessors in their limited locality.

The Orford Turnpike—The Orford Turnpike Corporation followed December 27, 1803, with a franchise to build from Orford Bridge on the Connecticut River, through Orford and Wentworth to Aiken's Bridge on the Baker's River. The power to take land was not granted in the original act of incorporation, and two years later they were back asking that that ommission might be remedied. The request was granted and we may suppose that they then proceeded to build. No records nor references to this road have been found, except one act of the legislature which speaks of the Orford Turnpike as an existing road.

The Tenth New Hampshire Turnpike—The Tenth New Hampshire Turnpike Corporation, chartered December 28, 1803, was the means of bringing all the north country into communication with the seaports and of stimulating settlement and development to a greater extent than any other New England road.

Following the Revolutionary War settlements began to creep up the valley of the Connecticut, and by 1785 a considerable number of people had made their homes as far north as Lancaster, New Hampshire. But their zeal had exceeded their prudence and once settled there they found themselves practically isolated, the only means of communication with the older parts of the country being by way of the Connecticut River which, for all reasonable purposes, was passable only in winter when frozen over. Much trapping was done, the accumulated skins being sent down the river when the traveling became good. It is related that Emmons Stockwell, a leading pioneer of Lancaster, on such a trip lost his horse and a valuable load of furs and almost his life by breaking through the ice. As late as 1791 the Legislature was accustomed to refuse a seat to the representative from Coos County on account of lack of evidence of his election, due to the difficulties of communication. Southeasterly to southwesterly, except through the Connecticut Valley, the

mighty towering ranges of the White Mountains seemed to shut off all possibility of northern Coos obtaining any direct route to the southern part of the State. The Crawford Notch had been discovered in 1771 by Timothy Nash, one of the pioneers of Lancaster, who had trailed a moose up one of the ravines, and he had noted the existence of an old Indian trail, but no thought was given for many years to the chance that a route might be found in that direction. Gradually, however, a rough pioneer road was developed, which was very difficult to keep in repair, and in 1803 the corporation was formed to improve the same as a turnpike.

The description of the route, as contained in the act of incorporation, read "from the uper line in Bartlett through the Notch in the white hills, containing twenty miles." In such brief words was expressed the location of a road which, for scenic grandeur, has few equals in the world. Winding down through the bottom of that gigantic cleft in the mountains, with the peaks towering thousands of feet almost directly overhead and often hidden from view by the clouds, the builders of this road must have felt a reverential awe, as if in the immediate presence of Divinity itself. The scene is thrilling enough today when viewed from passing railroad train or automobile; even more so when seen from on foot; but who can conceive the feelings of one who looked upon those mountain sides a century ago when in their primeval glory, and who was unprepared by painting or written description for the scene which burst upon him. Through such grandeur the Tenth New Hampshire thrust its road, which immediately became an avenue of great importance, and over which a heavy stream of traffic flowed for many years.

This furnished an avenue to the seaports and became one of the best paying roads in all northern New Hampshire. Until the advent of the railroad, this was the great outlet of Coos County, and the thoroughfare over which its merchandise came from Portland. In winter often, lines of teams from Coos, over half a mile in length, might be seen going down with tough Canadian horses harnessed to pungs or sleighs, loaded with pot or pearl ash, butter, cheese, pork, lard, and peltry, returning with well assorted loads of merchandise.

In the heart of the Notch between the stupendous mountain sides the Willey family made their home beside the turnpike, and were widely known for several years among those traveling the road. One June morning in 1826 the father of the family witnessed one of the landslides which have left such deep scars on the slopes, and after that the family felt less secure in their home beneath the overhanging mountains. So when the furious storm of August 27 in the same year burst upon them their fears became more acute, and when above the roar of the storm they heard the grinding and crashing of another slide on its way down the mountain, a panic seized the entire family and they rushed forth from the shelter of the house directly into the path of the landslide, by which they were crushed. When traffic was resumed the first to pass found the

Willey house standing as of old but without occupants. Various household articles were scattered around, as they had been dropped in the moment of flight, and the family Bible lay open on the table. For many days the fate of the family was unknown, but their bodies were finally uncovered by the work of repairing the road.

The Tenth New Hampshire was a part of a comprehensive turnpike scheme which planned to connect Portland with Lake Champlain. The Littleton Turnpike, incorporated later, was to connect the Tenth with the Connecticut River at Upper Waterford; and from there to Lake Champlain; the Northern Turnpike of Vermont was to complete the route. But the Littleton did not materialize, and the Northern succeeded in building only about eight miles of its road from St. Johnsbury to Danville. So the great turnpike scheme failed of consummation, but the public roads over the greater part of the route were sufficiently good to encourage the continuance of the heavy traffic demanded by the trade of Coos County and northern Vermont.

Certain doings of the corporation were confirmed by the Legislature by an act passed in 1853, from which it appears that the turnpike continued its collections for a full half century and only ceased, like many of its Massachusetts contemporaries, when obliged to do so by the competing railroad.

In turnpike days the travelers were stern and sober men intent upon the hard problems of wresting a living from the pioneer soil, or those engaged in the weary and arduous task of teaming the necessary freight over the hundred miles of dusty roads. Seldom we can imagine did women or children pass over the turnpike, and but few sounds of merriment might be heard. To those who did pass, luxury was unknown, and the journey was made with the jolting and discomfort of "dead-ex" wagons.

How different today is the personnel of travel. Almost entirely is it made up of light-hearted summer tourists, the gay dresses and laughing voices of the fair sex predominating, as they whirl by in luxurious automobile or view the wonderful scenery from the specially fitted observation car on the railroad.

Along the primitive road through the Notch, which is said to have been built as early as 1785, a number of small taverns for the entertainment of travelers, including the Willey House, were built at an early date. But with the advent of the turnpike in 1803 the first real hotel in the White Mountain region appeared, it being erected near the site of the Fabyan House. This was an ambitious structure of two stories and its opening marked an era in the development of transportation to the north country.

The storm of 1826, to which allusion has already been made, was almost a vital blow to the turnpike, many miles of the road being washed

away and all but two of its many bridges emigrating toward the ocean. Tradition tells us that the business men of Portland, appreciative of the great good done to that town by the Tenth New Hampshire, made a liberal contribution of cash toward the reconstruction of the road.

The Portland and Ogdensburg Railroad, realizing the old turnpike ambition of connecting Portland with Northern Vermont, completed its track through the Crawford Notch and commenced running its trains in 1876, which is near the date of the freeing of the Tenth New Hampshire Turnpike.

The Mayhew Turnpike—The Mayhew Turnpike Corporation, created December 29, 1803, built a road sixteen miles in length from the southerly part of Bristol to the westerly edge of Plymouth near the Rumney line. The charter did not confer the right to take land by condemnation, which delayed the beginning of the work. In 1805 that omission was remedied and the road was promptly built, being completed that same year. The turnpike ran through the center of Bristol, skirted the eastern shore of New Found Lake, and crossed the eastern part of Hebron and the western part of Plymouth to a junction with the old "Cohos Road" which ran from Plymouth to Haverhill.

The southerly termination of it was at the "Peasley Graveyard south of Smith's River." One tollgate was on North Main Street and was attended for many years by the Rev. Walter Sleeper and his wife. Mrs. Sleeper must have been a woman of spirit, for it is related that one day after a storm a traveler, complaining that the road had not been broken out, refused to pay his toll, upon which she refused to open the gate. Finally he threw a silver dollar at her feet in the snow. Returning from the house with the change in small pieces she made delivery to him as she had received the dollar. A deed found in the registry of deeds in Woodsville establishes the location of this tollhouse. The land was conveyed to the corporation by Moses Sleeper and is described as a part of "lot 22 in the 3rd division," which lot lay across the outlet of New Found Lake about two-thirds of the distance down to the confluence with the Pemigewasset River. It was then in Bridgewater, but is now a part of Bristol, and in 1816 the corporation was allowed to buy not over three acres near the tollgate, probably that the toll gatherer might have a garden.

At the November term of court in 1839 a petition was entered for a public layout over this turnpike, and in September, 1840, the road was made free, the corporation being awarded $1,600 compensation.

It is unlikely that this turnpike enjoyed a monopoly. Its object was to make a short cut across a long curve made by the road which followed the bank of the Pemigewasset through Bridgewater and Plymouth. The westerly part of Bridgewater through which the Mayhew passed is rough

and hilly, and the turnpike had many steep ascents which made it a weak competitor with the easy grades of the "River Road." The latter was an ancient thoroughfare, being the southerly continuation of the old "Cohos Road," connecting that route with Concord and through that place with the Massachusetts region.

As early as 1760 a house was erected on the "River Road," near the banks of the Pemigewasset in eastern Bridgewater, which soon after was in use as a tavern. That the travel over the old road was not to any great extent diverted by the opening of the turnpike seems evident from the fact that another and larger house was erected within a hundred yards of the first one in 1806, the year after the completion of the Mayhew, to meet the increasing demands for hospitality. Under the able management of the Webster family these taverns thrived until the railroads finally diverted the travel which the turnpike could not entice away.

The Dover Turnpike—The proprietors of the Dover Turnpike Road were incorporated December 23, 1803, and opened a road from Dover through Somersworth to Salem Falls on the way to South Berwick, Maine, on May 17, 1805. The road became free February 7, 1840.

This road was promoted in connection with the Maine Turnpike Association, which proposed to continue the work of the Kennebec River at Augusta, but the Maine corporation failed to carry out its plans.

The Coventry Turnpike—The Coventry Turnpike Corporation was another product of the Legislature of 1803, incorporated December 29. It is doubtful if anything was done by this company on its route from Warren to Haverhill, as another corporation of the same name was chartered July 6, 1839, to build from Haverhill to Warren through the Oliverian Valley in Benton (Coventry).

The Bath Turnpike—The Bath Turnpike Corporation was created December 11, 1804, to build from the Connecticut River, near the south line of Lyman, through Lyman, Bath, Landaff, Coventry, Peeling, and Thornton, to the east line of Sandwich.

At the time of the application for the charter of this company a bridge was under construction across the Connecticut River at McIndoe Falls, which was the point described above as "near the south line of Lyman." The westerly part of Lyman was set off in later years as the town of Monroe, but then the two towns were one. The Lyman Bridge Company was incorporated in 1803, and built its bridge during the following year. The first structure lasted an even thirty years and was replaced by the present wooden-covered bridge in the summer of 1834. Although the turnpike was never built, it is of interest as a part of the larger scheme of which the bridge was a unit.

In connection with its bridge the corporation found it necessary to

build a road from McIndoe Village in Vermont, and from the village of Monroe in New Hampshire, about three-quarters of a mile in all. The toll-house and gate have always been located on the Vermont side close to the bridge.

Had the turnpike been built, thus putting the bridge on an important long line of road, the bridge corporation would doubtless have had a remunerative investment, but being left by itself the bridge and its connecting roads have served merely as a local connection between two country districts.

A majority of the corporation's stock was acquired many years ago by the Van Dykes, who were then operating the lumber business and log drives on the Connecticut River. It is now entirely owned by the Connecticut Valley Lumber Company.

The Union Turnpike—In 1804 the Union Turnpike Corporation was formed and given the privilege of building a road "from the Second New Hampshire Turnpike, in Hillsboro, through Henniker and Hopkinton, to Concord Main Street." The road was not built.

The Great Ossipee Turnpike—The Great Ossipee Turnpike Corporation, formed December 11, 1804, was a part of the plan in connection with the Ossipee Turnpike Corporation formed in Massachusetts March 16, 1805. The scheme was to connect Sandwich, New Hampshire, with the Maine port of Saco by way of Effingham, but it does not seem that any steps were taken toward construction of the road.

The Littleton Turnpike—We have seen the proposal to connect Lake Champlain with Portland, Maine, by a grand series of turnpikes which included the Tenth New Hampshire. Preliminaries for another section were taken December 8, 1804, when the Littleton Turnpike Corporation was incorporated. No immediate results appeared, and in 1807 the corporation secured an act amending its original route, so that it then read "from the termination of the Tenth New Hampshire Turnpike road near the notch of the white hills, through the towns of Bretton Woods, Bethlehem, and Littleton, to strike Connecticut River at the place agreed upon to build Littleton bridge or at any other place on the eastwardly bank of said river which shall be directly opposite to the termination of the Northern Vermont Turnpike road on the westerly bank of said river." In 1808 and again in 1812 extensions of time were secured, and the last time the company was allowed to terminate its road in Bethlehem instead of at the Connecticut River. All of which plainly shows that difficulty was found in raising the necessary capital, and the turnpike was never completed. James Turner, of Bethlehem, under contract with the company, built a section of the road for which he never received compensation, as the corporation did not complete its organization.

As a part of the grand turnpike scheme the First Littleton Bridge Corporation was chartered in 1802 to build a bridge over the Connecticut River between Littleton and Upper Waterford in Vermont. This it is readily seen was to close the gap left between the Littleton Turnpike, which was to terminate on the easterly bank of the river, and the Northern Turnpike, which being a Vermont corporation began at the State boundary, which was the westerly bank. On finding the bridge already there the turnpike projectors secured their charters so as to lead to it.

The First Littleton Bridge Corporation is still in active life. Several bridges have yielded to decay and flood, the present structure, a steel truss of a span of 240 feet having been in its place since 1890. For many years the bridge collections languished at a starvation level, but since the advent of the automobile and its increasing tourist travel the stock has gone to a premium. This bridge offers the only means of crossing the Connecticut River in the length of the Fifteen Mile Falls, and, except the occasional facility offered by Grant's Ferry at the head of the Falls, gives the only opportunity between the Stevens Village Bridge below Barnet and the ferry at Dalton, a distance of over nineteen miles. The bridge at Lower Waterford went down the river over 25 years ago on the crest of a log jam and has never been replaced.

The Jefferson Turnpike—The Jefferson Turnpike Corporation, formed by an act of 1804, connected the northerly end of the Tenth New Hampshire with the village of Lancaster. The public roads must have been good enough for the travel over them, for this road seems to have had little encouragement and did not last long. In 1810 an act was passed extending the limit within which the road must be completed to 1816. But it was finally built, and in true turnpike fashion, "up Israel's River it was as straight as a line, was well drained, and worked twenty-two feet wide." The Jefferson was abandoned by its proprietors soon after the floods of 1826.

The Grafton Turnpike—The Grafton Turnpike Corporation was formed by an act of June 21, 1804, for the purpose of building a road from Orford Bridge to the Fourth New Hampshire Turnpike in Andover. As was the case with other corporations formed about this time, the right to take land was not at first conferred, and it was necessary to appeal to the Legislature of 1805 before the company could make headway in securing its right-of-way. The stock was peddled out in small lots among the residents of the district to be served. In 1807 the promoters were still soliciting subscriptions. Of the capital stock of 300 shares, 117 were taken by residents of Canaan, which town must have felt a vital interest in the success of the road, for at a town meeting in 1807 it was voted to turn all available resources into cash with which to invest in Grafton Turnpike stock. Fifteen shares were consequently bought, which were sold four years later at a depreciation of one-third.

A meeting was finally held on July 4, 1807, at the inn of Moses Dole, at which a contract was made with Thaddeus Lathrop and John Currier to build 130 rods of the road for $200 payable in stock. The road was to be made 30 feet wide generally but only 24 on causeways, and the surface was to have a crown of 24 inches. But as the expiration of the time approached in 1808, it was seen that the work could not be completed within the time allowed, so an extension was secured for another three years.

The road was finally completed, terminating on the Fourth New Hampshire at West Andover, or Potter Place, as the railroad station is called, having passed through Grafton, Danbury, and South Danbury, "about as the main road is now traveled."

The road was made free in 1827. The charter of the corporation was repealed by the Legislature January 3, 1829.

The Londonderry Turnpike—The road of the Londonderry Turnpike Corporation, also incorporated in 1804, ran as straight as it could be laid out from Butlers Corner in Concord to the State line near Andover Bridge, where it connected with the Essex Turnpike of Massachusetts, and formed with that about as direct a line between Concord and Boston as one could reasonably wish. An additional act was secured in 1805 by which the erection of a toll bridge was allowed at "Isle of Hooksett Falls," where the turnpike crossed the Merrimack River.

This road was opened about 1806, having its northerly terminus at the corner of West and Main streets, where a stone stood for many years marked with the inscription "Boston 63 miles." Passing southerly the road skirted the river through Bow, although forming a chord across a long bend of the Merrimack, and passed diagonally across the town of Hooksett. In Auburn it passed between the Massabesic lakes and over Mount Misery and Rattlesnake Hill, leaving the future city of Manchester four miles to the east, thence through Derry Center and across the northerly end of Canobie Lake to the Essex Turnpike at the Massachusetts line. This turnpike pointed straight for the top of the hill over which the Essex climbed in Methuen. Consequently we find that its last mile has given way to a detour which provides more distance for the rise.

In 1807 the corporation was authorized to buy land for toll-houses and buildings for public entertainment, provided not over $2,000 was spent for land.

The Croyden Turnpike—The Croyden Turnpike Corporation, chartered June 21, 1804, built its road from the point in Lebanon where the branch of the Fourth New Hampshire intersected the main road of that company, southerly through Lebanon, Enfield, Grantham, Croyden, and Newport to the Second New Hampshire in Lempster. This company also had to return to the Legislature in 1805 to obtain the power to take land.

The Chester Turnpike—The seventh company created by the Legislature of 1804 was the Chester Turnpike Corporation which began in a small way, entirely within the town of Chester, its route being defined as from the highway leading to Pembroke, about a mile above Chester East meeting-house, unto Chester line, on a direction to Pembroke Street. But courage grew rapidly, and at the December session they secured an amendment by which they could build all the way to Pembroke Street.

In 1806 the corporation was authorized to buy land adjacent to the turnpike on which to erect houses for entertainment and accommodation of the public, provided it did not spend over $6,000.

The charter of this company was repealed in 1838.

The Cheshire Turnpike—Another 1804 creation was the Cheshire Turnpike Corporation. This company built from the Connecticut River to Charlestown meeting-house, thence through Charlestown, Langdon, Alstead, and Surrey to the courthouse in Keene, where its road joined the Third New Hampshire Turnpike.

This road was built about the time that the First Cheshire Bridge was completed. That bridge was also authorized by an act of 1804. The road was not popular, for the gates were often stolen—a crude way of expressing resentment which has not been noticed in connection with more than one other road.

The Cheshire Turnpike became free in 1841.

The Coos Turnpike—The Coos Turnpike Corporation was formed December 19, 1805, and its road extended "from Haverhill Corner, through Haverhill, Piermont, and Warren, to Baker's River, near Merrill's Mills, in Warren." The region was new and poor, while the country at large was far from affluent, and the fact that any such public improvements were undertaken with such poor chances of financial success testifies to the sturdy spirit of the northern pioneers.

The route was surveyed in 1806 by Captain Benjamin P. Baldwin, and on December 3 of that year 24 landowners along the surveyed line executed a deed to the turnpike corporation, making conveyance of whatever land was needed for the building of the road. No consideration was asked, the land being given freely.

Although Coos County had been given an outlet through the Crawford Notch over the Tenth New Hampshire, the old route down the Connecticut Valley still held its place on account of the ties which bound the Coos settlers to the lower valley towns from which many of them had come, and they all hailed with enthusiasm the coming of the Coos Turnpike.

The road was completed in 1808 and was for more than a generation the great thoroughfare in northern New Hampshire, and made Haverhill during these years the most important and lively town north of Concord.

This turnpike was the predecessor in the section which it covered of the Concord and Montreal Railroad, later the White Mountain Division of the Boston and Maine, and it continued its operations well down toward the date of the railroad opening.

One day the passengers on a south-bound train passing through Warren noticed an old man who was eagerly gazing from the window as he rapidly went by the lower end of the old Coos Turnpike. At last as he passed a dilapidated old building he leaned back in his seat with the satisfied air of one who has found what he sought. On the conductor's sympathetic advances he told his story. When a boy in St. Johnsbury he had been hired as a helper in driving a flock of 500 turkeys from that town to Lowell, and the tumble-down old rookery which he had recognized had been one of the comfortable taverns at which he had stopped on the way. The drive became a notable procession, and word of its coming was carried in advance by the more rapid travelers who passed it, so that whole villages would be on the watch for its arrival. As the birds became accustomed to the manner of progressing, more ceremony developed, and soon our youthful custodian found that he could lead the way with the flock following him. A gobbler of especial dignity soon assumed a position beside the leader, and thus the procession advanced at the rate of about 23 miles a day until its destination was reached without the loss of a single bird.

The Ashuelot Turnpike—In 1807 the Ashuelot Turnpike Corporation was created and made its road from "the turnpike in Winchester to Fitzwilliam Village towards Boston."

The Hampton Causeway—Taylors River, with long reaches of salt marsh on either side, separates Hampton from Hampton Falls, and in early days there was no way of journeying from one place to the other without a devious trip around the upper end of the marshes. This condition had become so onerous by 1807 that it was the subject of consideration at a Hampton town meeting in that year, when a committee was chosen to devise means of financing a road across the soft ground. The best this committee could do was to obtain from the Legislature an act authorizing the town of Hampton to make extensive improvements in a certain causeway which seems to have existed over part of the route, to build a bridge over the river and to collect tolls on the same, which act was passed in the same year, 1807. But the town was not prepared to expend so much money, and much dissatisfaction was expressed resulting in inaction.

In 1808 the Hampton Causeway Turnpike Corporation was formed to build a turnpike from Sanborns Hill in Hampton Falls to a point in Hampton, bridging the river, and widening, raising, and repairing the existing causeway. The town of Hampton subscribed for ten shares of

stock of the new company, and in 1810, in consideration of every inhabitant of Hampton being allowed to pass free of toll, agreed to gravel the turnpike annually "from the northerly end to the middle bridge on the causeway, over the sluiceway." The road thus sanctioned and built was about two and a quarter miles in length, mostly on the old causeway already noted, and was a safe and easy road to travel, but travelers from outside of Hampton chafed under the imposition of tolls. Some distance above a small bridge was built which was known as the "Shunpike Bridge," and although involving a longer trip, it diverted much travel from the legitimate road.

In 1821 the Court of Sessions laid out the road which passed over the "Shunpike Bridge" as a county road in spite of the opposition offered by Hampton. The contest was continued through 1822, in September of which year the town voted to incur more expense in fighting the new road "and to defend the turnpike." Although laid out by the court, the building of the new road was finally prevented.

Various citizens of Portsmouth and Newburyport petitioned the Legislature for an investigation to determine if the Hampton Causeway Turnpike Corporation had not violated the provisions of its charter so that its turnpike had become forfeited. Although the asked-for investigation was ordered, it does not appear to have had any results adverse to the corporation.

Negotiations between the town and the corporation were carried on in 1825, in consequence of which legislative permission was secured and the road was sold; Hampton paying $3,000, and Hampton Falls $2,000. The road thus became free on April 12, 1826.

This turnpike and its bridge crossed the Taylors River about three miles up-stream from the upper waters of Hampton Harbor. To follow it today one should leave Hampton on the road passing by the old Whittier Tavern and journey out over the marshes. The turnpike must not be confused with the lengthy Hampton River Bridge on which tolls are still collected. That bridge was built by a corporation organized under the New Hampshire general laws December 5, 1900. It crosses Hampton Harbor, so called, a bay formed by the Blackwater River and the Hampton River. It is 4,619 feet in length, by some said to be the longest wooden bridge in the world, and is located between Seabrook and Hampton, passing through a portion of Hampton Falls. It is owned by the Granite State Land Company of Haverhill, Massachusetts, and leased to the street railway. In 1927 Charles Francis Adams, representative from Hampton, proposed to the Legislature that the Hampton marshes be drained and a new highway built.

The Fitzwilliam Turnpike—The Fitzwilliam Turnpike Corporation was chartered in 1808 to build from Fitzwilliam Village to the Worcester Turnpike at the Massachusetts line. The road of this corporation

connected, not with the Worcester Turnpike, which led from Boston to Worcester, but with the Worcester and Fitzwilliam Turnpike, whose proprietors at the time of this incorporation were having a great deal of trouble in financing their road. As finally built the Massachusetts road reached from the State line only to Baldwins Mills, a distance of about eight and a half miles, falling short of reaching Worcester by about 28 miles.

The Cornish Turnpike—The Cornish Turnpike Corporation, created in 1808, connected the Croyden Turnpike in Newport with Cornish Bridge, over the Connecticut, between Cornish and Windsor, Vermont.

The Cornish Bridge was built in 1796 at a cost of $17,099.27. Much of the traffic over the bridge must have followed the turnpike. The bridge passed over a heavy traffic in sheep and cattle between 1824 and 1840, and a full thousand sheep crossed September 30, 1833.

In 1829 the attorney-general of New Hampshire was instructed by the Legislature to ascertain what corporate rights the Cornish Turnpike Corporation possessed. The road had become unprofitable and had been allowed to fall into bad condition. The thousand sheep passing on that September day would have paid toll of only a dollar a mile.

The Londonderry Branch Turnpike—The road of the Londonderry Branch Turnpike Corporation left the Londonderry Turnpike at the northerly end of the bridge at "Isle of Hooksett Falls" and ran through the town of Bow to Hopkinton Center. This corporation was formed by act of 1812, and in 1816 secured an extension of one year on its time limit.

The Amherst Turnpike—The Amherst Turnpike Corporation, although created in 1812, did not complete its road for several years, obtaining a four years' extension of time in 1815. But it was finally successful and its road formed a continuation of the Middlesex Turnpike of Massachusetts, connecting with that road at the line of Tyngsboro on the westerly bank of the Merrimack River.

Continuous turnpike roads were thus offered from the West Boston Bridge in Cambridge to Claremont, New Hampshire, over the Second New Hampshire, and to Hanover, New Hampshire, over the Croyden.

The Milford Turnpike—The Milford Turnpike Corporation was granted its franchise in 1815 to build a road from the Massachusetts line at Pepperell and Hollis through Hollis, Milford, and Mont Vernon to the Second New Hampshire Turnpike. This company never built its road.

The Pinkham Turnpike—In 1824 a grant of public land was made by the State of New Hampshire to Daniel Pinkham upon condition that he should make a road running through such grant. This tract of land

occupied the valley of the headwaters of the Ellis and Peabody rivers, extending practically from Glen Ellis Falls to the Glen House, and its remote situation offered so little assistance in road building that the grantee was obliged to appeal to the Legislature for an extension of the time within which he was to complete such a road. In 1834 a corporation was formed under the name of the "Proprietors of the Pinkham Turnpike Road" to build "through Pinkham Grant to the Pinkham road in Randolph," 13 miles. Apparently the conditions had not much improved since Pinkham's day, for the corporation four years later applied for and secured an extension of its time for one year, expiring December 1, 1839. In 1840 a legislative act allowed alterations in the established rates of toll, from which it would appear that the road was built and operated as a turnpike. Whether so or not a road has existed for many decades along the route laid out for the toll road, and half a century ago it was a stage route of some importance. For its whole length the turnpike location is a State road today, part of it being in the New Hampshire "East Side Road" which leads from Portsmouth to Errol and thence to Colebrook. Two and a half miles northerly from the Glen House the old road, now known as the "Dollycops Road," bears off to the west and passing between the Presidential Range and the steep slopes of Pine Mountain follows across the southwesterly corner of Gorham, across Moose River to the main road in Randolph.

The Dollycops were an amiable old couple who lived in a house the cellar of which is yet to be seen near the bridge over the Peabody River. Local tradition has it that the husband and wife, although occupying the same house, did not speak to each other for 20 years.

The Winnepiseogee and White Mountain Turnpike—The Winnepiseogee and White Mountain Turnpike Company appeared in 1852, having a charter to build from Birch Intervale, now known as Wonalancet, in Tamworth through Albany and Elkins Grant to the Tenth New Hampshire Turnpike, about two miles below the old Crawford House.

No road has yet penetrated the wilds which this company sought to traverse, save the winding paths of the lumbermen, and this project counts another in the list of those that never bore fruit.

The Mount Washington Summit Road—After the opening of the Tenth New Hampshire Turnpike a few venturesome travelers visited the White Mountains, but it was not until 1819 that any encouragement was offered for the making of a path by which the summit of Mount Washington could be reached. In that year Ethan Crawford cut a path for that purpose over which he could guide the few tourists who had the hardihood to make such an ascent, and in 1821 he opened another path along the line afterwards utilized by the mountain-climbing railroad. Both of these paths led up from the Crawford Notch, access to which

MT. WASHINGTON AND SACO RIVER IN WINTER, WHITE MOUNTAINS

was only to be had by means of the Tenth New Hampshire Turnpike, and it appears that early paths were soon after developed by which the summit might be reached from the eastern side; from the valley of the Androscoggin River.

The Davis Trail since reopened by the Appalachian Mountain Club was first cut out about 1846 to accommodate travelers coming over the turnpike, but owing to its excessive length and steep grades did not prove successful.

In a short while the easterly routes became much more popular, and the larger part of the travelers found their way to Mount Washington by way of Gorham. The Alpine House in Gorham, for many years before the advent of the Atlantic and St. Lawrence Railroad now the Grand Trunk, was known as the Gate of the Mountains and enjoyed a large proportion of the patronage of the White Mountain travelers. When, about 1850, the railroad approached Gorham, mountain travel that way increased, and in 1852, when the road was completed to that town, Gorham began to enjoy almost a monopoly of the mountain-climbing class of tourists.

At that time the means of access to the summit from the Gorham side consisted of a path leading up through Tuckerman's Ravine. Over this path and those from the Crawford side so many made the ascent that the construction of a modest hotel on the summit was completed in 1851. Encouraged by the increased rush of travelers over the new railroad the Glen House appeared in 1852, and soon afterward the proprietor of that hostelry cut out a bridle path to the summit over which he maintained a lucrative business with saddle horses for several years. But soon the turnpike idea invaded the solitudes.

In 1853 the Mount Washington Road Company was incorporated with turnpike privileges to build from Peabody River Valley, over the top of Mount Washington, to a point between the Notch and Cherry Mountain. The corporation was organized in the same year at a meeting held in Gorham, and the route was surveyed in 1854.

Commissioners were duly appointed to lay out the road and assess the damages for land taken. They reported that 248½ rods lay through the land of J. M. Thompson, the proprietor of the Glen House, for which they assessed damages to the amount of $3,500. To John Bellows for land taken for 97 rods of road they awarded $1, and for the 2,280½ rods through Sargent's Purchase and other owners unknown, nothing. But it appeared that the commissioners were influenced in their award to Thompson by the fact that he was in the business of letting saddle horses for the trip to the summit over his bridle path, and that the $3,500 was not payment for the land taken but was awarded to him as a conjectured damage which his business would sustain from the competition of the turnpike. From this award the corporation appealed, contending that

the commissioners had not the power to assess conjectural damages of a collateral nature. Thompson came back at them with a sweeping set of declarations. He averred that the granting of a charter for a road for purely pleasure purposes was unconstitutional, and such action by the Legislature void; that if constitutional the charter was defective on account of no provision being in it by which the State could take the road or terminate the corporate existence; and that the power to take land was illegal because the charter did not specify that an appeal could be had to a jury if a landowner was dissatisfied with the commissioners' award.

To all of these assertions the Supreme Court in January, 1857, gave a denial, fully maintaining the legality of the company's formation. On the company's appeal from the award of damages it was decided that the commissioners had erred, and that they had no authority to assess damages for any other purpose than to pay for land. So a new hearing on that question was ordered.

Construction commenced in 1855 and was pushed with so much energy that within two years the road was completed for half its length. Then financial difficulties stopped the work, and in 1858 the corporation was obliged to ask an extension of its time. The Legislature allowed it until August 1, 1861, to complete the road; but the difficulties into which the company had fallen were too great for that remedy, and the Mount Washington Road Company gave up its existence. In 1859 the Mount Washington Summit Road Company was created and allowed a route worded the same as that of the earlier company, and that company took over the completed portion of the road and built the rest, giving access to the summit by carriages in August, 1861. Under the franchise of 1859 the carriage road up Mount Washington is still in operation. For the first four miles it winds through a ravine, and over the eastern side of the mountain. The grade is easy and the roadbed excellent. Each turn discloses some new prospect—a wide valley faintly green, with a brook or a river flashing through it; a deep dell, with a swaying sea of foliage; an overhanging cliff that seems to render impossible any further ascent; or a wonderful array of peaks. Approaching the halfway point the limit of vegetation is noticed, and for a half mile or so the road seems to be the dividing line; the growth on the lower side being noticeably heavier. Emerging from the timber at the Ledge near the Half Way House, the road continues in the same northerly direction for about a half mile, then doubles on itself and starts on its long climb up the crest of Chandler Ridge. As soon as the obstruction of the trees is removed a succession of magnificent views is opened to the eye, of the northern peaks of the White Mountain Range, Jefferson, Adams, and Madison, and of the Great Gulf, which lies between them and Mount Washington. Nearing the summit the road skirts the edge of a sharp declivity, overlooking the Alpine Garden and Huntington Ravine.

WINNEPESAUKEE LAKE
Showing Air Mail and Steamer "Mount Washington"

THE OLD PROFILE HOUSE
(Razed in 1906 to make way for a new one)

In its length of eight miles the road makes the ascent from an elevation of 1,543 feet above sea level to the altitude of 6,293 feet, the highest point in New England. The average grade is thus seen to be 594 feet to the mile, while the maximum grade is said to be at the rate of 880 feet.

The memory of John P. Rich, one of the unlucky contractors under the first company and superintendent of construction for the second, is perpetuated by a memorial tablet set by the road near the base of the mountain. Others to whom credit for this bold enterprise and achievement is due are David O. Macomber, of Middletown, Connecticut, the projector of the scheme and first president of the corporation, and C. H. V. Davis, to whose engineering skill are due the practical grades by which the summit is reached.

On account of the deep cliffs often almost under the passenger's elbow, and the possibility of a frightful accident, great care has always been exercised by the management in the selection of its drivers, and only extra strong and steady horses with specially built vehicles are used. Consequently, but one accident in which a passenger was killed lies to the charge of the company. In the summer of 1880 a wagon carrying nine people down the mountain upset at a sharp turn in the road about a mile below the Half Way House, throwing the passengers on to the rocks, killing one and injuring all the others.

The Warner and Kearsarge Turnpike—The Kearsarge Summit Road Company was incorporated in 1864, authority being given it to build from Kearsarge Village to the top of the mountain named. But the franchise was allowed to expire and was revived by legislative act in 1873. In 1877 a time extension of ten years was granted, which seems sufficient to prove that nothing was ever done under that charter.

In 1866 the Warner and Kearsarge Road Company was formed to construct a road to the summit from either Warner or Salisbury, and that company carried out its plan. But not immediately, for we find that it had to apply for a revival of its expired rights in 1872, at which time the town of Warner was allowed to subscribe for shares of its capital stock to an amount not exceeding $2,000. That the road had been completed by 1875 appears from an act passed in that year, which allowed the corporation to acquire land on the top of the mountain on the line of its road. Permission was given in the same act to sell land to the United States for the purposes of a signal station. On the 9th of March, 1893, the charter of the company was revived and given a new life of ten years, authority then being given to build a branch connecting the toll road with the highway at Smith's Corner. February 10, 1903, a further addition of ten years of life to the charter was enacted.

The Mount Hayes and Mount Lafayette Turnpike—Two other projects for which charters were granted in 1866 did not materialize. The

Mount Hayes Turnpike Company sought to build to the summit of that mountain from the county road in Shelburne; and the Mount Lafayette Road Company aspired to provide a toll road from the highway between the Profile and Flume houses to the highest point in the Franconia Range.

The Mount Washington Turnpike—A successful venture was that of the Mount Washington Turnpike Company, which was chartered in 1867 and allowed a route extending from the Fabyan House to the foot of Mount Washington. After many years of persistent effort, in spite of ridicule and discouragements, Sylvester March had at last succeeded in interesting capital in his plan to build a railroad up Mount Washington, construction having been commenced on that undertaking in May, 1866. The form of cars and locomotive to be used on the new road, being adapted to the steep grades to be encountered, naturally was not suitable for operation on level ground, and the mountain-climbing railroad necessarily made its terminus at the foot of the mountain. That was several miles from the nearest road, which was the Tenth New Hampshire Turnpike, while the nearest railroad station was at Littleton, 25 miles away. So the turnpike was conceived as a means of transporting to the site of the new railroad the various supplies necessary for its construction and equipment, and later to derive profit from the tolls collected from tourists on their way to the mountain.

The profitable life of this turnpike was destined to be short, for summer travel to the White Mountains was growing very popular, and it was unlikely that the railroads would long leave such a lucrative field unoccupied. The Boston, Concord, and Montreal Railroad was completed as far as Littleton when the turnpike was projected, and it lost no time in pushing nearer. But times were hard and the construction proceeded by piecemeal. Between 1873 and 1876 the rails crept ahead a little at a time, until Fabyans was reached, after which the remaining five miles to the base was rushed, the whole length being opened for passengers July 6, 1876.

But the turnpike still held on, and its rates-of-toll sign at the Fabyans end was long a familiar object to tourists with its unique spacing. Many will recall the heading:

RATES OF TOLL ON THE MT. WAS
HINGTON TURNPIKE

The railroad must have felt the competition of the old-fashioned competitor, for early in 1882 a small block, three-eighths of the total of the capital stock, was bought by the directors of the Boston, Concord and Montreal Railroad, and later purchases resulted in the acquisition of it all.

In 1885 authority was secured from the Legislature to extend the Mount Washington Turnpike, called in the act the "White Mountain

INDIAN'S HEAD, FRANCONIA

Turnpike," to a junction with the Mount Washington Summit Road, but the plan was never carried out.

But even railroad managers could not make turnpike success and they were glad to get rid of the road. May 13, 1903, the turnpike was deeded to the State of New Hampshire.

The Waumbeck Road—The Waumbeck Road Company was incorporated in 1868, the proposition then being to build a road from Jefferson southerly to the line of the Mount Washington Railway. The next year saw a change in the plan, the Legislature granting permission to change the terminus from Jefferson to Randolph. It does not seem that anything was done under authority of this charter, but the scheme calls for comment as it anticipated the Jefferson Notch Road, which was built by the State, an equal amount being privately contributed in 1902. The tremendous difficulties which have been met in maintaining that road show that the turnpike corporation was fortunate in not assuming such a responsibility. Road and bridges have frequently been washed away, and the route has often been closed, once for over a year.

The Mount Willard Turnpike—In 1869 a corporation was created under the name of the Mount Willard Turnpike Road Company for the purpose of building a road from the Crawford House to the summit of that mountain. As a road had been opened to that summit in 1846 it is to be presumed that this venture merely contemplated the acquisition and improvement of the existing road, but it seems doubtful if anything was ever done under the charter.

The Franconia and White Mountain Notches Turnpike—The Franconia and White Mountain Notches Turnpike Company was formed in 1870, and authorized to build a turnpike or horse railroad "from Sawyer's Bridge in Bethlehem, to Franconia Notch." The next year the right to use steam instead of horses on the railroad was allowed. No construction was done by this company, but it is interesting to note the similarity of its privileges with those afterwards utilized by the branch railroad which runs from Bethlehem Junction to the Profile House. That railroad was built under a charter granted on July 11, 1878, to the Profile and Franconia Notch Railroad, which company operated it from June 25, 1879, until 1891, when the Concord and Montreal Railroad acquired the property. Until 1896 the road was a narrow gauge, the change to standard being made in that and the following year.

It is also to be noted that the earlier charter provided an alternative form of construction, either a turnpike or a horse railroad. We have noted in the early days of the railroads such indications of faint heartedness, but it is strange that in 1870 the promoters should have had any doubt of which form of road they wanted.

The Moosilauke Mountain Turnpike—The turnpike from Warren to the summit of Moosilauke Mountain was built under authority of a franchise granted in 1870 to the Moosilauke Mountain Road Company, but like many others seems to have had difficulty in its financing. In 1872 the Legislature granted the town of Warren the privilege of contributing not over $800 toward the construction of the road, which must have overcome the troubles, for a road was built about that time. The Tip Top House on Moosilauke was much enlarged in 1872 in consequence of the greatly increased travel over the new road.

Leaving Warren Village and following the North Woodstock road along the bank of Baker's River for about three miles, one comes to a corner. The road is straight for a mountain climber, and its steep grades suggest that a better route might have been found by circling more. The length is a little over four miles, but the wonderful views from the summit are well worth the effort. Standing apart from other eminences Moosilauke offers a far wider range of view than other White Mountain peaks.

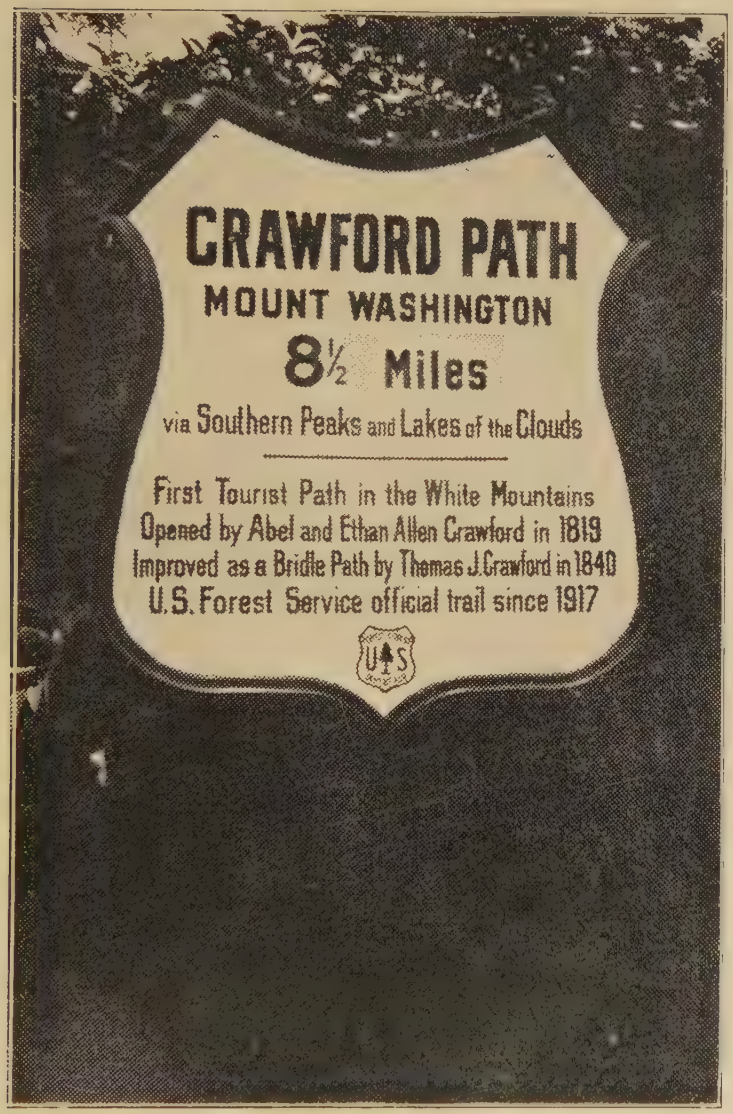
In 1881 the Moosilauke Mountain Road Company obtained additional franchises to build three "bridle paths or carriage roads" from various points to the summit of the mountain, but it does not appear that any work was done in consequence.

The Lincoln Turnpike—Visitors to Franconia always seek the Flume as one of the wonders never to be missed, and to reach that interesting spot they pass over and pay toll on another turnpike. The Lincoln Turnpike Company was created by an act of the Legislature in 1871, by which it obtained the right to build its road "from the Flume House in Lincoln, on the main road, to near the Flume."

Tourists may have a delightful ride from the Profile site down the Pemigewasset Valley, passing Profile Lake, the Old Man of the Mountain, The Basin, The Pool, and after five miles have been counted off find themselves at a picturesque opening in the stone wall through which automobiles are forbidden to pass. This is the gateway and place of collection for the Lincoln Turnpike, but barring automobiles seems inconsistent with the public utility nature of the road.

At first the turnpike follows closely beside the main road but soon curves away from it, and then falls abruptly to the romantic covered bridge over the Pemigewasset River. A succession of steep ascents then brings the traveler to a looped end of the road by the rustic souvenir store. Thence to the Flume the climb must be made on foot.

In the first year of its existence the Lincoln Turnpike saw the destruction by fire of the old Flume House, the one named in its charter, but within another year saw the successor arise from a site close by, where it, in turn, was burned in 1917.



CRAWFORD PATH, MT. WASHINGTON

The Sanborn Turnpike—The Sanborn Turnpike Company was incorporated in 1872 with a franchise confined to the town of Northfield.

For many years a private road had existed across the Glidden Meadow in that town, but opinions as to its public necessity varied. Those believing such a road to be demanded by the mass of the people were unable to convince the selectmen who refused to give it a public layout. From the controversy which ensued the turnpike franchise evolved, the view of the land owners apparently being that, if the town would not accept and assume the road, those using it should pay for the privilege.

Although the road was kept in good condition and is in use as a public road today the privilege of collecting tolls was never utilized, and no gate was ever erected across the road.

The Saco and Swift River Turnpike—In 1873 a proposal to connect Bartlett and Albany by a turnpike was brought forward. In that year the Saco and Swift River Turnpike Company was created with authority to build a road "from the White Mountain Notch Road in Bartlett to the main road in Albany." This turnpike was never constructed.

The Wilmot and Kearsarge Road—TheWilmot and Kearsarge Road Company was another product by the Legislature of 1873. This company proposed to build a toll road from the Winslow House in Wilmot up the northerly side of Kearsarge Mountain to the summit.

The Uncanoonuc Road—A charter was granted in 1877 forming the Uncanoonuc Road Company and giving it a franchise to build from the mountain road on the southerly side of Uncanoonuc Mountain in Goffstown to the summit of that mountain.

The Pierce farm was on the southwesterly side of Uncanoonuc, and the homestead set back a short distance from the mountain road. From these farm buildings the turnpike started, and by a precipitous winding course reached the summit altitude of 1,321 feet. The Pierce family acted as toll gatherers, and the gate was at the beginning of the toll road, convenient to their house. The road was promptly built and was operated for several years. Mr. Flanders, the fire warden on the summit, recalls that one Sunday soon after the opening he counted forty teams which had made the ascent.

The Uncanoonuc Incline Railway and Development Company was incorporated in 1903. Its road climbs the mountain side at an average grade of 35 per cent. On the summit of the mountain a hotel was erected, on which was the fire look-out tower of the New Hampshire Forestry Service. The hotel burned and was replaced.

In the old days another tower stood on slightly higher ground, a little north of the present tower. It was 40 feet high and braced, we can believe, against any possible hurricane, for it is said that the spread of its posts was sufficient to allow the building of a dance hall within them at the bottom.

From the top of the present tower, just over the tops of the encircling trees nearly due west, can be seen three groups of farm buildings. The one to the left and closest to the line of tree tops is the Pierce farm and marks where the old turnpike began. The other end is close by but hidden in the trees.

The Starr King Mountain Road—The Starr King Mountain Road Company, created in 1881, aspired to operate a turnpike "from Jefferson Road in Jefferson to a point on Starr King Mountain," but its hopes were never realized and the road was never built.

The Woodstock and Lincoln Turnpike—Four years then elapsed before another turnpike corporation was chartered. Then, on the 13th of August, 1885 the Woodstock and Lincoln Turnpike Company appeared. This company proposed to build from the northerly terminus of the Pemigewasset Valley Railroad in North Woodstock to the summit of Pemigewasset Mountain in Lincoln, and to other points of interest "where roads do not now exist."

The Liberty Road—After another four years a new turnpike charter appears, this time for access to the summit of Chocorua Mountain in the town of Albany. In the year 1887 James Liberty and his neighbors united to make a road up the south side of the mountain, the first from that direction, and in 1889 Mr. Liberty sought and obtained a charter for himself and those who might asssociate themselves with him under the name of the Chocorua Mountain Road. Authority was granted to maintain a "bridle path and carriage road from near the dwelling house of Charles Durell in said Tamworth (where said road is now located and constructed) to the line between the towns of said Tamworth and Albany, thence to the top of Chocorua Mountain in said town of Albany." This was the last turnpike charter granted in New England by virtue of which a turnpike was built or operated.

The road of this company offers the easiest of the seven routes by which Chocorua may be ascended. It leaves the highway in the north-central part of Tamworth, at the Durell Farm, and near the "Nat Berry Bridge." The first third of the distance is a carriage road at the termination of which the toll is collected. Thence to the Peak House is a bridle path.

For nearly thirty years the Half Way House stood on the end of the carriage road, housing both the toll gatherer and his victims. But in a violent gale, which swept the mountain in September, 1915, the building was lifted bodily and blown into the valley several hundred feet below.

The Mount Prospect Turnpike—The last turnpike charter granted in New England was enacted by the New Hampshire Legislature March 22, 1893, when the Mount Prospect Turnpike and Hotel Company was incorporated. The plan of this company was to build a crossroad in

Lancaster, connecting the Whitefield and the Jefferson roads; another road leading to the summit of Mount Prospect; and to erect a hotel on that eminence. Nothing was ever done under this charter. Mount Prospect was owned by John W. Weeks, and its summit crowned by his summer residence. The road up the mountain was the private venture of Mr. Weeks.

Inactive Turnpike Companies—In addition to the above mentioned turnpike corporations which have left records behind them, there are many which were incorporated by the Legislature of which no records remain.

The Legislature of 1802 incorporated the Seventh Turnpike on June 18, 1802. It was to extend from the northern part of Charlestown, near William Henry's tavern by the meeting house in Alstead, to Asa Wilcox's tavern in Surry.

The Legislature of 1803 chartered the Charletown Turnpike on December 27, 1803. This extended from the east bank of the Connecticut River near the central part of Charlestown to the Second Turnpike road in Lempster.

In 1804 seven charters were voted which failed to materialize into actual roads. The Richmond Turnpike was incorporated June 21, 1804, to run from Royalston, Massachusetts, to Swanzey, New Hampshire. The Hillsborough Turnpike was incorporated December 13, 1804, to extend from Andover around the east side of Kearsarge Mountain to the Massachusetts State boundary, so as to provide connection from the Fourth New Hampshire Turnpike to Boston. The Chesterfield Turnpike was incorporated June 21, 1804, to extend from the Connecticut River in Chesterfield through Chesterfield and Winchester to the Massachusetts State line. The Stoddard Turnpike was incorporated June 21, 1804, to run from Whiteman's tavern, in Walpole, to Francestown and thence to the Amoskeag Falls on the Merrimack River. The Sandwich Turnpike was incorporated Derember 13, 1804, to run from Sandwich to Rochester and thence to Dover Landing. The Sunapee Turnpike was chartered June 21, 1804, to extend from the southern end of Lake Sunapee through Newbury, Bradford and Hillsborough to unite with the Second Turnpike. The Westmoreland Turnpike was incorporated June 21, 1804, and was to extend from Walpole through Westmoreland, Chesterfield and Hinsdale to the Massachusetts State line. The Dalton Turnpike was chartered December 11, 1804, to run from the mouth of John's River, in Dalton, to meet the First Turnpike.

In 1805 the records of the Legislature show four more turnpikes that were never built. One was the Piermont Turnpike Branch, which was chartered December 21, 1805. It was supposed to go from Baker's Pond, in Orford, to connect with the Coos Turnpike road in Piermont. The

Newport Turnpike was chartered December 10, 1805. It was intended to run from Croydon Turnpike, in Newport, through Newport, Unity and Lempster, thence southerly through Lempster and Marlow to meet the Third New Hampshire Turnpike at Keene. The Monadnock Turnpike was incorporated December 19, 1805. Its route was from the head of the canal at the county bridge in Milford through Wilton, Temple and through the mountain notch between Temple and Peterborough to the town of Marlboro. The Hancock Turnpike was incorporated June 18, 1805, to run from Stoddard through Hancock, Greenfield and Lyndeborough to Gilford.

In 1806 the Legislature chartered the Pittsfield Turnpike on June 13, 1806. It was supposed to run from Charles Hodgdon's farm, in Barnstead, to Jenness Pond in Pittsfield.

In 1807 a charter was voted on June 12 for the Rindge Turnpike to extend from the Massachusetts State line at New Ipswich to the town of Fitzwilliam.

The 1808 Legislature granted five other charters from which nothing developed. One was the Litchfield Turnpike, on June 10, 1808, which was laid out from Amherst to the Massachusetts State line near Andover, Massachusetts. The Winnipesaukee Turnpike was chartered June 14, 1808, to extend from Currier's Hill, in Gilmanton, to the Pemigewasset River in Bridgewater. The Sanbornton Turnpike was chartered June 13, 1808, to extend from the Pemigewasset bridge through New Hampton and Meredith to Sanbornton. The Northern Haverhill Turnpike was chartered June 14, 1808, to run from Haverhill to the Wild Ammonoosuc River, at Sargent's sawmill, and thence to the Bath Turnpike. The New Chester and Danbury Turnpike was chartered December 6, 1808, to extend from New Chester Union Bridge in what is now the town of Hill to the town of Danbury.

In 1809 the Legislature voted a charter to the Pemigewasset Middle Branch Turnpike on June 26. It was intended to run from Thornton through to Woodstock, Lincoln and Franconia to Lancaster. The same Legislature chartered the Great Sunapee Turnpike on June 23, 1809. This was laid out from Newport through Sunapee, Newbury, Bradford and Sutton to Warner.

The Legislature of 1812 chartered the Andover Turnpike on June 17 to extend from the Republican Bridge, in Salisbury, to Andover.

In 1815 a charter was voted on June 23 to the Sunapee Turnpike to run from Newbury around Lake Sunapee to the east boundary of Sunapee.

In 1820 the Pemigewasset Turnpike was incorporated on December 21 to extend from Woodstock through the Franconia Notch to Franconia. The same Legislature chartered the Upper Coos Turnpike on December 21 to extend from Franconia to the Ammonoosuc River in Bethlehem.

In 1828 a charter was given on December 29 to the Franconia Turnpike to run from Franconia through Franconia Notch.

In 1837 the Legislature on July 1 incorporated the Coos Turnpike to run from John's River, in Dalton, through Dalton, Whitefield and Jefferson, thence through Kilkenny and Randolph to Gorham.

In 1838 the Mount Washington Turnpike was chartered on July 3 to extend up Mount Washington as far as Table Rock.

On January 8, 1853, a charter was given the White Mountain Plank Road to build a plank road from the White Mountains Railroad in Littleton to the notch.

CHAPTER XXVII.

RAILROAD CONSTRUCTION.

Railroad Succeeds the Stage—First Steam Railroad in 1835—Street Railways—Carriers by Water—Decline of Branch Line Steam Railroads—Detailed History of Granite State Railroads.

Steam Railroad Transportation—The successor to the stage coach was the steam railroad. New Hampshire was the pioneer in the use of steam for transportation. In fact the first application of steam to locomotion was made on the Connecticut River by one Morey, of Orford, whose experiments antedated those of Robert Fulton. The first steam fire engine was built by Nehemiah S. Bean, in Gilmanton. The cog wheel inclined railway system was invented by Sylvester Marsh, of Campton, who built the Mount Washington Railroad.

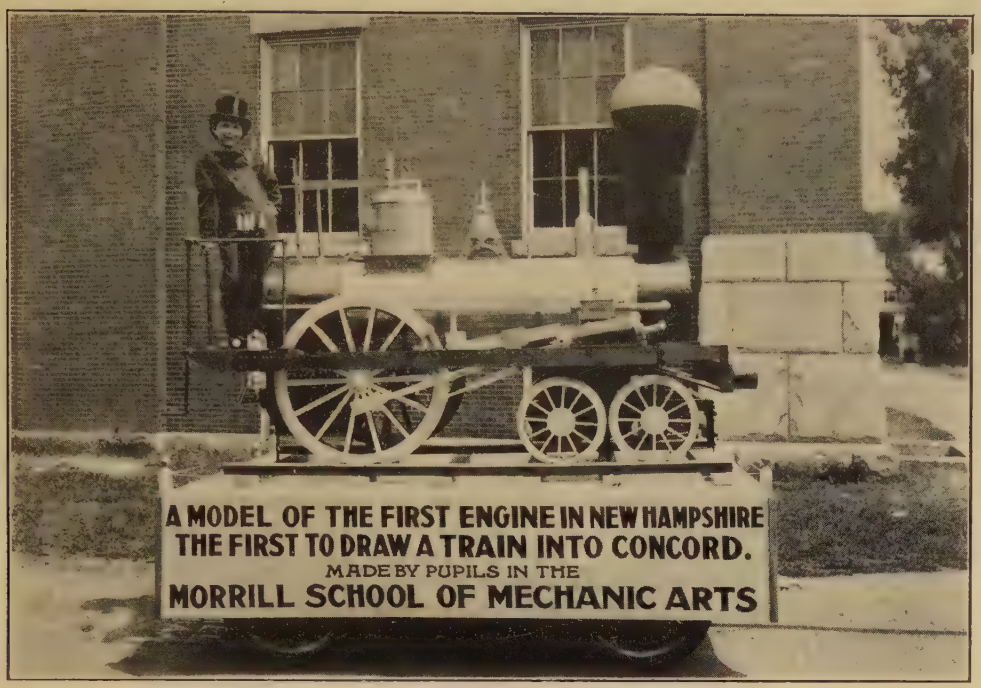
The coming of the railroads took place in the first half of the nineteenth century. Railroads were not welcomed by all the people, as evidenced by a resolution passed at the annual town meeting in Dorchester, in 1842, "that our Representative to the Legislature be instructed to use his endeavor to prevent, if possible, so great a calamity to our farms as must be the location of any railroad passing through."

People said that if the railroad was allowed to pass through the town, horses would be killed because useless. There would be no market for hay or grain. Hens would refuse to lay on account of the noise. Insanity would prevail. Constant fires would be set from the sparks from the engine.

In June, 1827, the Boston "Courier" commented on the subject of the railroad which was then being proposed and said that the project, "which everyone knows, who knows the simplest rule of arithmetic, to be impracticable and which, in practice, every person of common sense knows would be as useless as a railroad from Boston to the moon."

A New Hampshire paper said: "What can be more palpably absurd and ridiculous than the prospects held out of locomotives going twice as fast as stage coaches?"

First Railroad in 1835—The first New Hampshire railroad was the Nashua and Lowell, which was chartered in 1835 and in operation between the two cities in 1838. In 1840 the total mileage of the State was 22½ miles and this rapidly increased. At first the policy of the State was in favor of competition between railroads, but in 1883 this policy was substituted by one which provided for consolidation and combination of the many different corporations, by which there was to be public regulation of rates and services. Gradually the Boston and Maine Railroad



PENACOOK ENGINE

COVERED BRIDGE OVER AMMONOOSUC AT GROVETON

system was built up under this policy and by 1900 the Boston and Maine had secured practically a monopoly of the mileage in New Hampshire.

The mileage of railroad increased nearly every year for many years, until it passed the 1,000-mile mark and mounted to 1,040 miles, in 1883. In 1890 the mileage was 1,133. The increase between 1890 and 1900 was only 106 miles, and between 1900 and 1915 it was 17 miles more. The mileage in 1915 was 1,256, and in 1926 it was 1,232.

The recent tendency has been to decrease rather than increase the mileage, because of the fact that many branch line railroads have been found to be unprofitable. The competition of automobiles has taken away most of the passenger service and trucks have competed for the freight business.

The steam railroads operating in New Hampshire are the Boston & Maine Railroad, the Canadian National Railway Company, and the Maine Central Railroad Company. The Boston & Maine Railroad is much the largest, operating 1,079.72 miles of trackage out of a total trackage in the State of 1,232.08 miles. Of the remaining trackage, 52.09 miles are operated by the Canadian National Company, and 100.27 miles are operated by the Maine Central Company.

Grand Trunk Railroad—The Canadian National Railway Company cuts across a section of the northern part of the State of New Hampshire through the towns of Shelburne, Berlin, Milan, and North Stratford.

The Maine Central Railroad Company enters the State of New Hampshire in the town of Conway, then passes through Bartlett and up through the mountains to Quebec Junction. From this point one branch passes through Whitefield and Dalton, thence over the Connecticut River to St. Johnsbury, Vermont. The other branch passes from Quebec Junction northerly through Whitefield and Lancaster, thence into the State of Vermont, and again comes into New Hampshire in the town of Stratford. From there it follows the Connecticut River northerly through North Stratford, Columbia, Colebrook, and West Stewartstown, where it passes into the Dominion of Canada, and again reënters New Hampshire in the town of Pittsburg for a distance of about three-quarters of a mile.

All of the other railroads in the State of New Hampshire are operated as part of the Boston & Maine Railroad system, except the small Suncook Valley.

On the Boston & Maine Railroad in New Hampshire, there are 259 passenger stations, most of them having agents, and 65 shelters at railroad stops. There are 213 freight stations and 661 railroad bridges exceeding a 10-foot span.

In 1926 there were 920 highway grade crossings in New Hampshire, 137 of which were protected by gates and flagmen and 100 more by automatic warning signals.

Street Railways—There were 17 street railways in operation. In 1919 the Legislature passed an act exempting from the State tax those street

railways which failed during the previous year to earn enough to pay their operating expenses, fixed charges and a fair allowance for depreciation. Under this act six street railways were exempted from taxation in 1921, seven in 1922, five in 1923, and four in 1924. To offset automobile competition, street railways put into effect operation economies, chief among which was the substitution of one-man cars for two-man cars. In 1924 the Massachusetts Northeastern Street Railway Company abandoned 16 miles of track in Pelham, Salem and Hudson and the following year the Dover, Somersworth and Rochester Street Railway abandoned services in these cities. The Manchester and Derry Railroad discontinued service September 1, 1926.

Carriers by Water—New Hampshire has two public carriers by water. The larger is the "Mount Washington," a steamer on Winnipesaukee Lake, which was owned and operated for many years by the Boston and Maine Railroad, and recently by a private owner. The other water carrier is the Woodsum Steamboat Company at Lake Sunapee.

There are also 550 public utility boats, that is, boats kept for hire under license of the public service commission, and 2,658 private boats. About half the boats in New Hampshire are owned by summer residents.

Decline of Branch Lines—At the period of its greatest railroad mileage, about 1915, there were 14 miles of railroad to each 100 square miles of territory and one mile of railroad to every 350 inhabitants in the State. There was probably a larger railroad mileage than the needs of the territory required. There never was but one State west of the Mississippi River, Iowa, that had a larger proportionate mileage than New Hampshire.

The decline of branch line railroads between 1915 and 1926 was due not only to competition of motor vehicles, but to the increasing price for labor and coal. Railroads continued to furnish service by locomotives and cars and expensive train crews years after the same service could have been provided by lighter and less expensive equipment. Gasoline motor cars were introduced in 1925, patterned after the form of service in Switzerland and Italy, and this went a long way toward the solving of the problem presented by New Hampshire branch line railroads. The detailed history of the construction and equipment of the several New Hampshire railroads will be found in the following pages.

Nashua & Lowell Railroad—The Nashua & Lowell Railroad, a double-track line extending from Lowell, Massachusetts, to Nashua, New Hampshire, 14.5 miles, with 5.25 miles in New Hampshire, was chartered in New Hampshire in 1835, and its Massachusetts charter dates from 1836. The two roads were consolidated in 1838, in which year the road was opened to Nashua.

The road was prosperous from the start, and the second track was laid in 1846. The average dividend exceeded eight per cent. for the first ten years.

The dividend record indicates that the road must have been successful from its completion. A lease of the Wilton Railroad was entered into in this year for a period of five years on a basis of substantially six per cent, providing under certain contingencies that it might be less and others that it might be more. The road had also in 1848 leased the Stony Brook Railroad in Massachusetts for 12 years on much the same terms and conditions.

The year 1857 saw the practical end of the independent operation of this road, as in that year an operating contract was entered into with the Boston & Lowell for three years and two months, the lessee road assuming also the leases of the Stony Brook and Wilton railroads on a basis of first paying interest on the Stony Brook Railroad stock and then dividing the net earnings of the combined system, allowing 31 per cent. to the Nashua & Lowell and Wilton railroads and retaining 69 per cent. to itself. Contracts under varying terms for the operation of the Nashua & Lowell Railroad by the Boston & Lowell Railroad have been continued, with the exception of one short interval, up to the present time. In 1867, by vote of the stockholders, a new issue of $120,000 of stock was authorized, increasing the total capital stock to $720,000 and an extra cash dividend of 20 per cent. was declared on the $600,000 of stock outstanding, or $120,000, providing the funds with which to pay subscriptions to the new issue at par.

The investment in addition to the property, which had been paid for from accumulated surplus earnings, and consisting of additions and improvements to the road, principally of an investment in the Mystic Wharf, Boston, and in additional land in Lowell and elsewhere, was added to the property account to balance the increased outstanding stock. In 1874 $200,000 of bonds, the first to be placed on the road, were issued to meet payments for additions and improvements. In the following year, owing to dissensions in the management, a change in its officers took place and an investigation of its affairs was made with many resultant changes. Severe criticism was also made at this time of the terms of the lease of the Peterboro Railroad, which was taken over at its completion and operated by the Nashua & Lowell. It was said that the road had cost to construct greatly in excess of any estimates ever submitted, and had failed to produce any reasonable net revenue. This lease in later years was the subject of further controversies between the Nashua & Lowell and the Boston & Lowell railroads concerning the latter company's right to have taken this lease in the name of the Nashua & Lowell. In 1878 the lease of the Nashua & Lowell Railroad to the Boston & Lowell Railroad expired, and, failing to agree on new terms, the road was independently operated and with it the Stony Brook, Wilton, and Peterboro railroads, the latter under protest for the reasons above related. It was also reported that the Nashua & Lowell had assumed an interest

in the Manchester & Keene Railroad. The independent operation of the line without the coöperation of the Boston & Lowell Railroad proved impracticable, the latter road being in a condition to impose such onerous terms on joint business that little or no profit was left for the Nashua & Lowell Railroad, and on October 1, 1880, it was again leased to the Boston & Lowell Railroad for 99 years on the basis of $65,000 per year, and the Boston & Lowell Railroad at the same time purchased from the lessor the interest in the Boston freight house, Mystic Wharf and the outside real estate holdings, with other assets, for $474,750.62, which enabled the Nashua & Lowell to retire its bonds, notes payable and other debts, and reduced its liability to the $800,000 of outstanding capital stock. The road and equipment at this time, after disposing of these properties, represented an outlay of $909,535, or in excess of $100,000 above the capital stock. The Boston & Lowell also assumed the obligations under the leases of the Stony Brook, Wilton, and Peterboro railroads; it further agreed to make all additions and improvements to the Nashua & Lowell Railroad at its own expense, to be reimbursed only at the expiration of the lease. In 1887 this 99 year lease was assigned by the Boston & Lowell Railroad to the Boston and Maine Railroad and modified to the extent of increasing the rental to $73,000 per annum.

Wilton Railroad—The Wilton Railroad is a single track line extending from Nashua to East Wilton, 15.42 miles. It was chartered December 28, 1844; built to Amherst in 1848, and to East Wilton in 1851.

It was constructed in the interest of the Nashua & Lowell Railroad, and was operated by that Company from the beginning, at first evidently under the understanding whereby the Nashua & Lowell Railroad was to furnish all equipment and pay six per cent. In 1853 a formal lease was entered into on the basis of a rental in the proportion of six per cent. on the capital stock, $227,000, of the Wilton, and nine per cent. on the capital stock of $600,000 of the Nashua & Lowell, first deducting operating expenses for the joint lines. This arrangement continued until 1860, when a new lease was entered into for a period of 18 years, which provided for a rental of six per cent. for the first four years and six and one-half per cent. thereafter. Again, in 1873, on account of the changed conditions brought about by the construction of the Peterboro Railroad, a new lease was made for a term of 20 years at an annual rental of a maximum of seven per cent. on the capital stock, but in no case a per cent. of return greater than that earned in any one year on the Nashua & Lowell Railroad stock, and also provided that in no case should the Wilton Railroad stock exceed $250,000. This lease was assigned by the Nashua & Lowell Railroad to the Boston & Lowell Railroad in 1880; but in 1884, owing to some question of its legality under the New Hampshire statutes, a new lease direct to the Boston & Lowell Railroad for 99 years on the basis of seven per cent. on the cost of the road, fixed at $242,600,

was executed. This lease was in turn assigned to the Boston & Maine Railroad, December, 1890, at which time the rate was increased to eight and one-half per cent. per annum from January 1, 1891.

Peterboro Railroad—The Peterboro Railroad, a single track line extending from Wilton to Greenfield, a distance of 10.5 miles, was chartered in 1872 with an authorized capital stock of $600,000. The road was projected as a virtual extension of the Wilton Railroad, in the joint interests of the Boston & Lowell and the Nashua & Lowell railroads, and the lease was executed in the name of the Nashua & Lowell Railroad for 20 years from April 1, 1873, on the basis of six per cent. upon the "nominal cost" of said Peterboro Railroad, the nominal cost being fully defined in the lease. The road was opened for business in 1874, and up to May 1 of the following year had cost to construct $548,023.36, against which there was outstanding $360,690 in capital stock and $187,333.26 in notes payable and unpaid bills. The road had no equipment and it appears to have been largely financed by the Boston & Lowell Railroad, there being no evidence that any securities were issued at a discount from par. The cost of construction reached a figure far in excess of anything anticipated and it apparently was with great difficulty that the final sums required to complete the road were secured, resulting in a floating debt on which high rates of interest had to be paid. The lessees complained bitterly of the burdensome character of the lease, which they asserted was forced upon them by the Boston & Lowell Railroad. In 1879 the total cost of the road had reached $570,250, and other assets representing an outlay of $32,619.75 were held in the treasury. The capital stock issued and paid in amounted to $385,000, and other debts to $217,869.75. On account of the very unsatisfactory condition of its finances and earnings, and also on account of the attempts of the Nashua & Lowell Railroad to break the lease, the stockholders of the Peterboro Railroad concluded to devote a portion of the rental received by the payment of the debt other than that represented by the capital stock. As a result, in 1879 but three per cent. was distributed to stockholders and in 1880 the dividend was passed altogether. In 1881 the cost of the road was still further increased by $28,700, principally due to an adverse decision from the courts in regard to the payment of certain contractors' claims. In this year the legality of the Nashua & Lowell Railroad Company's lease was sustained. For the next seven years but three per cent. per annum was distributed to stockholders in dividends, and the balance was devoted to liquidating debts. Before the expiration of the lease the liabilities of the road had been so reduced that the six per cent. on its nominal cost represented payment of a sum considerably in excess of six per cent. on its capital stock. In 1893 the original lease with the Nashua & Lowell Railroad terminated, and up to this time additions and betterments had increased the cost of the road to $595,194. The capital stock remained unchanged at $385,000 and the

new lease was entered into, this time direct with the Boston & Lowell Railroad, on the basis of four per cent. on the outstanding capital stock, together with $300 per annum for organization expenses, the lease to continue for 93 years. This lease was in turn assigned to the Boston & Maine Railroad May 18, 1895. It is evident that the total cost of this road was approximately $590,000. There is also evidence that $40,000 was pledged as a gratuity from various localities along its route, and apparently the balance of the excess above the $385,000 of capital stock was paid for by diverting to this purpose portions of the rental received from the Nashua & Lowell Railroad.

On November 30, 1924, the book value of this railroad was $626,411. The Boston and Maine, holding a lease that runs to April 1, 1986, petitioned the Interstate Commerce Commission on December 22, 1924, for permission to abandon this railroad on the ground that it was losing money. It was proposed to substitute motor bus and truck service through the Boston and Maine Transportation company. On November 3, 1925, the commission denied the petition.

Ashuelot Railroad—This is a single track line from Keene, New Hampshire, to South Vernon, Vermont, 23.75 miles, 23.21 miles in New Hampshire.

This line was chartered in 1844 and opened January 1, 1851. The cost of the road, exclusive of equipment, is stated in the report of 1853 to have been $499.581.17. On completion, the road was leased to the Connecticut River Railroad for 10 years at seven per cent. rental, with a right of renewal for 10 years more at eight per cent., the Connecticut River Railroad to furnish equipment. The lease was not renewed.

In 1860 the road was placed in the hands of a trustee for the bondholders by legal process, and by him immediately, January 1, 1861, leased to the Cheshire Railroad on the basis of 40 per cent. of gross receipts from operations as rental. In 1862 the Cheshire paid $5,000 rental for the first nine months and then rented the road for three years and three months; the first $12,000 to be paid to the Cheshire, the next $6,000 to the Ashuelot, and the balance of earnings above expenses was to be distributed equally.

In 1872 the mortgages were in possession of the road. The cost was put at $350,000, and the amount of bonds under which the road was held was $200,000, of which the Cheshire company owned $150,000. The road was turned over to the stockholders by a decree of the court in 1877, and the Cheshire continued its operation.

Cheshire Railroad—This is a single track line from Ashburnham, Massachusetts, to Bellows Falls, Vermont, 53.62 miles, 43.09 miles in New Hampshire.

The road was chartered in New Hampshire in 1844, and the part in Massachusetts was chartered as the Winchendon Railroad Corporation

in the same year. Construction was begun in 1846, completed to Keene in 1848, and to Bellows Falls in 1849.

The cost of the road far exceeded the original estimates, and the floating debt incurred in construction was carried at rates of interest varying from eight per cent. to 10 per cent. More than $180,000 worth of the company's capital stock was paid to stockholders in lieu of interest during the period of construction.

On December 31, 1851, the cost of construction and equipment was given as $2,777,843.89, including interest, discounts and dividends during construction, amounting to $325,954.85. In 1852, 5,615 shares of stock were sold at $75 per share, and the book charge for the cost of the road was $3,002,094.48.

This road operated the Ashuelot Railroad from 1861 to 1877. In 1866 the book cost of the road had been reduced to $2,688,907.06.

In 1880 the Monadnock was released to this company for six years, with options of renewal covering the next 15 years.

In 1890 the Cheshire Railroad was consolidated with the Fitchburg Railroad, that company assuming the bonded debt of $900,000, and exchanging 26,250 shares of the perferred stock of the consolidated company for the 20,000 shares of the preferred stock of the Cheshire Railroad, *i. e.*, five shares of the Fitchburg preferred stock for every four shares of the Cheshire preferred stock.

Monadnock Railroad—This is a single track line from Peterborough, New Hampshire, to Winchendon, Massachusetts, 15.80 miles, 13.68 miles in New Hampshire. The road was chartered in 1848, and revived in 1866. Construction was begun in 1869 and completed in 1871. The railroad commissioners' report of 1862 says: "This is the only road in this State which has been built for many years by the people along its own line." "The gratuities of $74,100 came from the liberality of the towns of Jaffrey and Peterborough." In 1871 the cost of construction and equipment was given as $369,393.23.

The road was operated by its owners until 1874 and earnings to the extent of $5,000 or more were applied to additions and improvements. In this year it was leased to the Boston, Barre & Gardner Railroad for $12,000 per year for two years, $15,000 per year for the next three years, and $18,000 per year for the balance of a total of 99 years.

In 1874 the cost of construction was given as $361,398.64, and of equipment as $24,120.04, and the capital stock as $197,864.73, gratuities $74,000, bonds issued $31,000, and notes outstanding $88,214.95. In 1878 the town of Peterborough, which had already contributed $62,500, paid a further gratuity of $22,500, which was conditional on the extension of the road to Hillsborough, and $20,000 of this sum was advanced to the Peterborough & Hillsborough Railroad.

In 1880 the Boston, Barre & Gardner Railroad lease was defaulted,

leaving a balance of $7,500 due the Monadnock Railroad. The Cheshire Railroad then took a lease, based on $12,000 per year for the first six years, $13,000 per year for the next five years, $14,000 per year for the next five years, and $15,000 per year for the following five, to be cancelled at the option of the Cheshire Railroad at the termination of any one of these periods.

This road was absorbed by the Fitchburg Railroad, which owned a large part of its stock, 975 shares of which were acquired in the consolidation with the Cheshire Railroad.

Peterboro & Shirley Railroad—This is a single track line from Ayer, Massachusetts, to Greenville, New Hampshire, 23.62 miles, 9.58 miles in New Hampshire. This road was chartered in this State in 1846 and completed in 1851. In 1854 the cost of construction was given as $250,751.82. The report in 1857 pronounces the road to be a total failure financially, and states that the Massachusetts company had leased the part of the road in New Hampshire for a consideration of one dollar per year.

In the year 1858-59 the New Hampshire Legislature authorized the consolidation of these two roads, and by vote of the directors of the Peterboro & Shirley Railroad in New Hampshire the property was sold for $67,700, the amount of bonds outstanding, to the Peterboro & Shirley Railroad in Massachusetts. The Fitchburg Railroad bought the Peterboro & Shirley Railroad in Massachusetts, including its interest in the Peterboro & Shirley in New Hampshire. The cost of the Peterboro & Shirley Railroad in New Hampshire to the Fitchburg Railroad was placed at $132,663.41, and it was charged to profit and loss November 30, 1860.

Worcester, Nashua & Rochester Railroad—This road, a double track line from Worcester to Nashua and single track from Nashua to Rochester, a total of 94.48 miles, was a consolidation in 1883 of the Worcester & Nashua Railroad and the Nashua & Rochester Railroad.

The Worcester & Nashua Railroad was the first of these two to be constructed. It was chartered in 1845, and was open for business between Worcester and Nashua December 18, 1848. Little information has been found covering the period of its construction, but it is evident that the difficulties in securing the necessary funds, common to most of the roads of this period, were experienced. The road, including interest during the construction period, at this time represented a total cost of $1,376,903.98, and it was carrying a floating debt of rising $241,000. This unsecured debt was subsequently funded to the extent of $200,000 in short time bonds, and the balance was taken care of by payment from the net earnings.

This road seems to have been successful from the start, and in 1851 commenced dividend payments on its stock with an initial dividend of two and one-quarter per cent., followed in 1852 by four and one-quarter per cent., and thereafter with an unbroken record of dividend payments

RYE BEACH BOULEVARD

MOUNT WASHINGTON RAILROAD

ranging from three per cent. to 10 per cent. up to the time that the burden of carrying the Nashua & Rochester Railroad was felt in 1877, when dividends were passed. Meanwhile, until the year 1859, a part of the earnings were each year devoted to paying off the floating debt and redeeming the $200,000 of bonds, and with these payments the book cost of the road was correspondingly reduced. In 1859 a further issue of new stock was made at par, increasing the capital stock by about 20 per cent., or to $1,522,200. In 1870 the directors recommended subscriptions to aid in the construction of the Nashua & Rochester Railroad to the extent of $200,000, when $800,000 had been subscribed elsewhere. This was followed in 1882 by an agreement to lease the Nashua & Rochester Railroad, when completed, for 50 years on the basis of six per cent. on its cost.

The Nashua & Rochester was chartered in 1845, but construction was not undertaken until a much later date, and the road was first opened for business in November, 1874. It could hardly be said to have been completed before the date of its consolidation in 1883 with the Worcester & Nashua, as it was found necessary to keep open the construction account and to add to it from time to time all expenditures for additions and improvements and the necessary work to complete the line. This road proved a very different class of venture from its connection, the Worcester & Nashua, and although this latter line aided substantially in its financing, the Nashua & Rochester experienced very great difficulties in securing sufficient funds for its completion, having to resort to discounting its bonds and stock and the payment of high rates of interest on borrowed money. Up to the time of its consolidation in 1883 the discount on bonds and stock, and interest allowed during the period of construction before operations began, amounted to nearly $150,000, and the total cost of construction, without equipment, of which this road had none, but including the discount and interest referred to, amounted to $2,101,079.58. The road proved a poor earner and greatly disappointed its projectors, although leased to the Worcester & Nashua Railroad at six per cent. on its total cost, which was fixed for the purposes of rental at $2,000,000. It fell so far short of earning this that it was forced to consent to a modification of the lease in 1879, and was shortly after, in 1883, consolidated. Dividends were paid from the rentals received during the years 1876 to 1879, inclusive, on the basis of six per cent., and from 1880 to 1883, inclusive, on the basis of three per cent.; thereafter it became a part of the Worcester, Nashua & Rochester Railroad.

The Worcester, Nashua & Rochester Railroad was chartered in 1883, as the successor of the Worcester & Nashua and Nashua and Rochester railroads. The basis for consolidating these corporations was the issue of new stock on the basis of par for par of the total stock outstanding of each of the two companies, and this aggregated $3,099,800.

In October, 1885, the road was leased to the Boston & Maine Railroad at a rental of $250,000 annually, which it was assumed would enable the payment, after meeting interest on the bonds, of approximately six per cent. per annum. Immediately following the lease to the Boston & Maine Railroad, November 13, 1885, a stock dividend of 17 shares for every 100 shares held was declared.

The Worcester, Nashua & Rochester Railroad had been purchased outright by the Boston & Maine Railroad, and on July 1, 1911, was absorbed into that corporation. The total investment made by the Boston & Maine in acquiring this property was reported as $7,925,691, including the outstanding bonds of the corporation and $1,377,492 worth of additions and improvements which had been made by the Boston & Maine Railroad since the date of the lease, and which, according to the terms of the same, could not be recovered before its expiration.

A substantial control of the stock was acquired from a New York insurance company at $160 per share, and a standing offer was made by the Boston & Maine company to other stockholders to purchase their holdings at $150 per share. As a result considerable stock was secured at this price.

Concord Railroad—This is a double track line from Concord to Nashua, 34.53 miles. The charter was granted June 27, 1835, and a single track road was built in 1841 and 1842. The amount of business was large from the opening of the road. Improvements were begun at once, and the second track was laid in 1847 and 1848. The report of the railroad commissioners in 1856 says: "The total expenditures on construction account to date, including $50,000, loaned to Portsmouth & Concord Railroad as per act of Legislature, is $1,500,000." This $50,000 was lost in the failure of the Concord & Portsmouth Railroad. The capital stock was fixed at $1,500,000 in 1854, and no additional stock was issued until 1889, just before the consolidation with the Boston, Concord & Montreal.

Before the property was turned in to the new corporation the capital stock of the Concord Railroad was doubled, and $1,500,000 in stock was distributed among the stockholders. This was stated to be a reimbursement of the stockholders for contributions made by them in the form of undistributed net surplus which had been used in paying for additions and improvements, and for outside properties.

The Concord Railroad paid an average of more than eight per cent. dividends from the time it was opened to 1868, and had then a surplus of $158,144.57 on hand. It paid 10 per cent. dividends, the maximum allowed by law, from 1868 to 1889, and a large surplus had been expended in additions to the construction and to the equipment, and in outside investments.

The additions and improvements to the road paid for out of earnings include 32 miles of additional track, new station buildings, extensive improvements in buildings at Concord, Manchester and Nashua, 23 acres

of land at Manchester, 15¾ acres at Nashua, car houses, shops, round houses, gravel ballasting, raising of tracks to prevent overflows, fencing, substituting steel for iron rails, etc., on its own line, and many improvements on the Concord & Portsmouth and Suncook Valley roads.

From the beginning of the session of 1883, through that Legislature, until 1889, the matter of the State's interest in the Concord road, its right to take the road under Section 17 of the charter, the amount that must be paid, in case it elected to take, including its right to excess earnings of the Concord under the Act of 1844, were all fully and sometimes vehemently and bitterly discussed before legislative committees and in legislative debates, by counsel for various railroads and members of the House and Senate, and was fully considered by a special committee of investigation appointed by the Governor under a joint resolution of the Legislature of 1887, which made its report to the Legislature of 1889 and resulted in the final settlement of the question by the passage of the consolidating bill of July 24 of that year.

The proposition mainly urged by those who maintained that the State had an interest in the Concord Railroad seems to have been rather that the State should exercise its reserved power to take the railroad upon paying to the corporation the cost of the same and such additional amount as was provided by said Section 17 of its charter, than that the State should claim the earnings above 10 per cent. under the provisions of said Section 11 of Chapter 128 of the Laws of 1844. It seems to have been conceded on all sides that the State might, if it wished, exercise the power to take as reserved in the charter, but those who advanced the claim as to the interest of the State asserted that the payment which the State was obliged to make above cost was only the amount by which the stockholders had failed to receive dividends at 10 per cent., while the railroad claimed that the State must pay compound interest on deficiency of dividends figured on the deficiency in each year from the date when the same occurred. Finally, under the provisions of Chapter 157 of the Laws of 1887, a special commission was appointed, consisting of Joshua G. Hall, of Dover; Thomas Cogswell, of Gilmanton, and John W. Sturtevant, of Keene, who were commissioned "to ascertain as nearly as possible the amount and character of the State's interest in the Concord Railroad, its branches and property, and in the Boston & Maine Railroad, and to make report thereof to the next Legislature."

The provision with reference to the Boston & Maine Railroad appears to have been included in the resolution providing for the appointment of the commission at the request of friends of the Concord Railroad, and to have been based upon the theory that the Boston & Maine Railroad had failed to pay into the treasury of the State earnings in excess of the amounts allowed by the general statutory provision before quoted.

The commission reported to the Legislature of 1889 that no accounts

had been kept which would enable it to determine whether the State had any interest in the property of the Boston & Maine Railroad or not. With reference to the interest of the State in the Concord Railroad, the commission reported as follows:

> We find that the character and amount of the State's interest in the Concord Railroad are as follows:
>
> First. The right to alter and reduce the rate of tolls and other profits under the conditions named in section 5 of its charter.
>
> Second. The right under section 17 of its charter to now or at any time purchase the road, with all the franchise, rights, privileges, and properties belonging thereto.

At the following session of the Legislature Chapter 5 of the Laws of 1889 was passed, permitting the consolidation of the Concord Railroad with the Boston, Concord & Montreal Railroad. This statute contained the following provision as to capitalization:

> Section 7. The capital stock of said The New Hampshire Railroad Corporation (now the Concord & Montreal) shall be four million eight hundred thousand dollars, divided into shares of one hundred dollars each, to be issued and disposed of as follows: Three million dollars thereof to the stockholders of the Concord Railroad Corporation in part compensation for the property, rights, and franchises of that corporation acquired by its original capital and by the new capital contributed by stockholders, from time to time, in earnings not heretofore divided; the balance thereof as compensation for the property, rights and franchises of the Boston, Concord & Montreal Railroad and the interests of its stockholders therein; but said last-named stock shall be issued subject to the following preferment and limitations: eight hundred thousand dollars thereof shall be preferred stock, entitled to semi-annual dividends, not exceeding three per cent, from the net earnings, in preference and priority to other stocks of the corporation, and one million dollars thereof shall be entitled only to such dividends from net earnings, not exceeding six per cent. in any one year, as can be made from the saving on fixed charges, effected by re-funding, from time to time, the existing indebtedness of said Boston, Concord & Montreal Railroad (the rate of interest on its present floating indebtedness to be taken as the average rate of (on) that indebtedness since 1885, but not to exceed in any event six per cent per annum).

Section 17 of the same statute is the section forbidding any increase of rates for fares and freights on the roads leased or united under the authority contained in the statute.

In 1887 Austin Corbin and others had made through the Governor an offer of $500,000 for the interest of the State in the Concord Railroad. This proposition had been by the Governor laid before the Legislature on August 18, 1887, and doubtless caused the passage of Chapter 157 of the laws of that year, under which the special commission was appointed to ascertain the interest of the State in the Concord Railroad. This offer was also placed before that commission and was by it included in its report to the Legislature of 1889.

In 1891 Mr. Corbin renewed his offer to purchase the State's interest in the Concord Railroad, offering to pay therefor $1,000,000, provided the necessary legislation was passed to enable him to operate

the property purchased. This offer was laid before the Legislature by the Governor on March 4, 1891, and resulted in a request for the opinion of the Supreme Court upon the following questions:

(1) Has the State the right to purchase the Concord Railroad under section 17 of its charter?

(2) If the State has such a right and should exercise it, can the State then sell and transfer the Concord Railroad to a third party?

(3) What must the State pay the corporation if it has the power to purchase and should exercise that power?

(4) In the event that the court are of the opinion that the State has now some rights under section 17 of the original charter of the Concord Railroad, will the court define in what property those rights now exist?

Arguments by counsel for the Concord Railroad and for Mr. Corbin were heard by the court on March 30, 1889, and on March 31 a brief opinion was transmitted to the Legislature in which it was stated as the opinion of the court that the property in question could not be purchased or taken by the State for less than its value without the owners' consent. This, together with an elaborate statement of reasons upon which the conclusion was based, filed at a later date is found reported in Volume 66 New Hampshire Reports, page 629.

This opinion, which has been bitterly criticised, was based upon a supposed repeal of the right to purchase, contained in the revision of the statutes in 1867. It is one of the singular facts connected with this famous controversy, which raged for almost a decade, during which legislation was passed, and an investigation by a commission had, and the foregoing report made, that no suggestion was ever advanced at any stage of the controversy, even by counsel for the railroad, that the State had repealed its right of purchase, until the fact was announced by the court on the day following the argument of the case.

The Corbin offer and the opinion of the court are of interest merely as a part of this somewhat remarkable chapter of New Hampshire railroad history.

The New Hampshire Legislature, in 1889, laid down the very principle declared in 1910 by the Interstate Commerce Commission, in the Advanced Rate Cases, to be the correct principle to apply in regard to additions and betterments made out of earnings—that they shall be entitled to earn a return when the same can be secured from increased traffic, but that they shall not be allowed a return if the same can be earned only by raising rates.

Nashua, Acton & Boston Railroad—This is a single track line from Nashua, New Hampshire, to Acton, Massachusetts, 20.12 miles, 4.98 miles in New Hampshire. This road was chartered in 1872 and opened in 1873. The first report, March 31, 1875, shows a total cost of $1,017,325

for road and equipment. It was leased to the Concord Railroad January 1, 1876, for 10 years at an annual rental of $11,000, about one per cent. on the cost. The report of the road showed a deficit of $70,000 before it was leased, which had increased to $459,194 in 1889, the date of the last report of this road.

This road was a financial failure from the first, and its purchase is explained by the following quotation from the report of 1881:

"It has been deemed advisable that the Concord road should continue to control the business of the Nashua, Acton & Boston Railroad, at the close of the present lease, to protect our road as against parties having adverse interests who desired to obtain it."

Concord & Portsmouth Railroad—This is a single track line from Manchester to Portsmouth, 39.87 miles.

In 1845 the Legislature chartered the Portsmouth, Newmarket & Concord, and the Portsmouth, Newmarket & Exeter railroads, which were consolidated the same year. The original charter expired in 1850 by limitation and an extension for three years was obtained. The road was opened in 1852 under the name of the Portsmouth & Concord Railroad, its track running from Portsmouth to Candia, and thence in a direct line via Suncook to Concord, 47 miles. It was in financial trouble from the start, and in June, 1855, it was surrendered to the mortgage bondholders, and in 1857, by authority of the Legislature, it was sold to a new corporation, the Concord & Portsmouth Railroad, for $250,000. This was all that was received by the stockholders and bondholders of the $1,108,859 which they had put in.

In 1858 it was leased to the Concord and Manchester & Lawrence railroads for five years at an annual rental of $17,500, of which $2,500 were to be expended in improvements. In 1859 only $228,900 in stock had been issued, and it was proposed to limit the stock to $223,000, which was not done. In 1861 the Legislature authorized the discontinuance of that part of the road between Candia and Suncook and the construction of a new line from Candia to Manchester. Both of these rights were exercised and the $121,100 increase of stock was used in constructing the line to Manchester and extending the line to tide water in Portsmouth. In 1862 a new lease for ninety-nine years was made on a seven per cent. basis, at a yearly rental of $24,500 and $500 additional yearly to maintain the organization, and the capital stock was increased to $350,000.

Manchester & North Weare Railroad—This is a single track line from Manchester to Henniker Junction, 24.50 miles.

The New Hampshire Central was chartered in 1848. The plan was to build a road from Manchester through Weare, Henniker and Bradford to Claremont. The road was completed to Henniker in 1850, 25.52 miles,

and the cost was reported as $550,954, including $40,735 for equipment. At this time the Concord & Claremont Railroad had completed its line to Bradford and was operating the Contoocook Valley Railroad through Henniker to Hillsboro.

In 1853 the Legislature chartered the Merrimack & Connecticut Rivers Railroad, whose report in 1856 includes "the transactions of the trustees of the Concord and Claremont (first mortgage) and of New Hampshire Central Railroads," the New Hampshire Central being then operated by the Merrimack & Connecticut Rivers Railroad. Its first mortgage amounted to $94,200.

There was a strife between the Concord and Manchester interests for the traffic via Henniker. The Concord party prevailed and secured the passage of an act permitting the abandonment of portions of a railroad in certain cases. This resulted in the taking up of the rails from Henniker to North Weare, 6.52 miles, and the destruction of the bridge at Henniker in October, 1858. The old New Hampshire Central was reorganized as a new corporation under the laws of 1858, with the name Manchester & North Weare Railroad and capitalized at $200,000, standing as all paid in. The trustees of the first mortgage bonds sold the road from Manchester to North Weare to this corporation in 1859. The Concord Railroad operated the road as agents for the owners and guaranteed the note of $55,000 for the purchase money. This appears to have been the amount received by the builders for the original investment, which the report of 1866 places at $600,000.

An act was introduced into the Legislature of 1891 for authority to replace the rails taken up in 1858. That act failed to pass. The Concord & Montreal Railroad then proceeded under the old charter, repurchased the right of way and rebuilt the road at a cost of $34,000, but was enjoined from crossing the public highway and the tracks of the Contoocook Railroad. The road from North Weare to Henniker remained unused until the Legislature of 1893 gave permission to the Concord & Montreal to use its tracks to Henniker Junction to connect with the Boston & Maine line.

The cost of construction of the entire road was about $600,000. The road about paid operating expenses before it was connected with the Concord Railroad.

This railroad passed into the Boston and Maine system in 1919 along with other properties of the Concord & Montreal Railroad. Its book value November 30, 1924, was $272,973. The Boston & Maine Railroad made an application December 1, 1924, to the Interstate Commerce Commission for authority to abandon the North Weare branch from Kelley's Falls bridge in Manchester to Henniker Junction, a distance of 22 miles. It was claimed that this branch, having been built for the primary purpose of a through competitive line, had been generally operated at a loss.

This railroad served a population of 6,000 people in 1925, mostly in Goffstown and Weare, and the principal industries situated on it were the United States Bobbin & Shuttle Company and the Kendall-Hadley Company of Goffstown. On November 3, 1925, the commission denied the Boston and Maine's request to abandon the road.

Hooksett Branch—This is a single track line from Hooksett to Bow Junction, 7.59 miles.

It consists of two parts, the line from Bow Junction to Suncook, 5.09 miles, which was a part of the Concord & Portsmouth Railroad which was left when the track from Suncook to Candia was taken up, and a line from Suncook to Hooksett, 2.5 miles, which was constructed by the Concord and Manchester & Lawrence railroads, in fulfillment of an agreement made when the road from Manchester to Portsmouth was leased to these roads. The line from Hooksett to Suncook was built in 1861 at a cost of $45,000. The Concord and Manchester & Lawrence railroads paid $27,000 and $18,000 respectively. The line from Suncook to Bow Junction was surrendered to these roads with the agreement that, should these roads be separated at any time, this line should become the property of the Concord Railroad on payment of the $18,000 invested by the Manchester & Lawrence. In accordance with this agreement, the successor of the Concord Railroad, the Concord & Montreal Railroad, took over this road in the settlement of the Concord-Manchester & Lawrence suit in 1895.

Suncook Valley Railroad—This is a single track line from Suncook to Pittsfield, 17.41 miles.

The charter was granted in 1849 and revised in 1863, and there was further delay for lack of funds. To aid in its construction, Manchester, Pittsfield, Epsom and the Pittsfield Manufacturing Company loaned sums aggregating $101,700, for which 1,017 shares of stock were issued, with the agreement that no interest should be paid thereon during the term of the lease to the Concord and Manchester & Lawrence railroads, namely, 42 years. The Concord Railroad completed this road at a cost of $127,165, receiving therefor 1,051 shares of interest-bearing stock which were allotted to the Manchester & Lawrence and Concord railroads in the ratio of two to three, their operating ratio, and a balance of 1,349 shares of interest-bearing stock was issued to individuals, making a total of 2,400 shares of interest-bearing stock. The Concord and Manchester & Lawrence railroads leased this line, on completion, agreeing to pay six per cent. interest on the $240,000 of stock above mentioned, and a further annual sum of $300 to the Suncook Valley Railroad, for a term of 42 years from January 1, 1870. The Concord & Montreal Railroad declined to renew this lease on January 1, 1912, and a new lease was made which secured three per cent. dividends on all the stock,

namely, 3,417 shares, and continued the payment of $300 annually to the lessor, for a term of two years. With subsequent renewals of this lease even the reduced dividends were surrendered and finally, on September 28, 1924, the Boston and Maine Railroad, which had taken over the Concord & Montreal, terminated the lease. With the termination of the lease of the properties of this company to the Boston & Maine Railroad, the company commenced the operation of its railroad in its own right. The operation includes also the operation of the Barnstead Extension, so-called, which is owned by the Boston & Maine Railroad, but operated by the Suncook Valley Railroad without compensation.

Manchester & Keene Railroad—This is a single track line from Keene to the termination of the Peterborough Railroad in Greenfield, 29.55 miles. The charter was granted in 1864 and construction begun in 1876. The first contractors failed after five months of inefficient work and abandoned the undertaking, and involved the company in litigation and disaster. By sanction of an act of the Legislature, the city of Keene and towns along the line appropriated gratuities amounting to $180,735.56.

With this encouragement the work of construction was renewed in the fall of 1877. The second construction company also failed, involving the railroad company in further disaster, but the road was nominally completed in 1878. A single train was operated over the line for some months and then discontinued because it did not pay operating expenses. The Nashua & Lowell Railroad, having a large financial interest in the line, undertook to reopen the line, but abandoned it after a short trial. The road was put in charge of trustees by order of the court in 1880, and the Connecticut River Railroad began to operate it for them September 1 of that year. The Concord and Boston & Lowell Railroads began to operate the road September 1, 1881, under joint arrangement, each to pay one-half the deficit.

They put the road in good condition at large expense ,and on May 14, 1884, purchased the road at a sale ordered by the court. The price paid was $125,000 and trustees' liabilities estimated at $57,436.87.

The original cost of construction is not accurately known, but it appears from the report of December 6, 1879, that the amount paid for construction to that date exceeded $900,000. It is difficult to separate items of renewal from those of permanent improvement, but $1,250,000 seems a fair estimate of the cost to 1883.

The Boston & Lowell Railroad operated this road from 1882 to 1887, when it was taken over by the Boston & Maine. No dividends were ever paid on the original stock, and it appears from the reports that the net loss to the Concord Company by the operation of this road from 1884 to 1895 was $104,878.63. This was one-half of the whole loss.

On December 31, 1924, the book value was given as $761,414, and on December 22, 1925, the Boston & Maine made application to the Inter-

state Commerce Commission to abandon this Keene branch from Greenfield to Keene, a distance of 29 miles. The petition was opposed by the city of Keene and 14 towns served by the railroad. The principal industries served by the road were textile mills, dye shops and woodworking establishments. At Dublin, three miles from Harrisville Station, there is a summer colony of 6,000 acres of land which rates an investment of $1,400,000. On November 3, 1925, the commission denied this petition.

Manchester & Lawrence Railroad—This is a single track line from Manchester, New Hampshire, to Lawrence, Massachusetts, 26.14 miles, 22.39 miles in New Hampshire.

This road was chartered in two parts, one in each State. The part in Massachusetts, known as the Methuen branch, was chartered in 1846 and completed in 1847. It was built by the Boston & Maine Railroad at a cost of $49,701. The part in New Hampshire was chartered in 1847 and completed in 1849. The New Hampshire branch at once contracted with the Boston & Maine Railroad to control and operate the Methuen branch, and it has always been operated as a single line. The arrangement at first was a mileage pro rata of the net income and later a fixed rental, which was $7,700 in 1856, $8,800 in 1864, and $11,000 from 1871 to 1887, the book cost having been increased $110,000.

The Concord Railroad controlled the Manchester & Lawrence road, including the Methuen branch, from its opening in 1887, the Manchester & Lawrence being allotted two-fifths of the net income for the greater part of that time. The law of 1867 was intended to prevent such control, but the report of the railroad commissioners in 1879 says: "Since the opinion of the court was rendered in 1867, the Manchester & Lawrence has been run independently in form, though still in combination as a single line in fact, but with two sets of books."

Relations between the two companies became unsatisfactory in the seventies, resulting in extended negotiations for the settlement of their differences and finally culminating in a suit. The report for 1893 contains the award of the master appointed by the court in this case, giving the Manchester & Lawrence $399,078.07 on various accounts, and two-fifths of the Concord Railroad holdings in the stock of the Manchester & North Weare, and the Manchester & Keene railroads, and in the stock and bonds of the Nashua, Acton & Boston Railroad, also 35 per cent. of the land on which the two depots in Manchester stand. A compromise was made whereby the Concord Railroad retained the two-fifths interest of the Manchester & Lawrence Railroad in the outside properties, excepting that of the land in Manchester, and paid $650,000 in cash to the Manchester & Lawrence Railroad in final settlement. Evidently the proceeds of this transaction were distributed among the stockholders of the Manchester & Lawrence Railroad.

The cost of the 22.39 miles of the road in New Hampshire was re-

ported in 1857 to be $1,000,998, and there have been no important additions. It is capitalized at $1,000,000. There was no opportunity to determine the earning power of this road before the contract was made with the Concord Railroad, and the object in securing control was to prevent competition. In 1887 it was leased for a term of fifty years at 10 per cent. to the Boston & Maine Railroad. In 1892 the property account was increased by $274,298.53 for land purchased for the terminal in Manchester.

Boston, Concord & Montreal Railroad—This is a single track line from Concord to Groveton Junction, 145.45 miles. The charter for the line from Concord to Wells River, Vermont, was granted December 27, 1844. The road was completed to Tilton in 1848, to Plymouth in 1850, and to Wells River in 1853. The project was opposed by the Northern Railroad and the promoters encountered great financial difficulties in carrying forward the work. A heavy floating debt was incurred on which excessive rates of interest were paid and some securities were sold at less than par to obtain money to carry on the work. The construction account was closed in 1856 and the property account then stood at $3,045,226.67. The road was in the hands of trustees in 1857-58-59, and was turned back to the stockholders in improved financial condition, but no dividend was declared until 1867. From that date to 1885 six per cent. was paid on preferred stock.

The White Mountain Railroad was chartered December 24, 1848, and opened to Littleton in 1853. In 1858, by authority of an act of the Legislature, the White Mountain Railroad was sold at auction for $24,000 and debts. It was bid off by mortgage bondholders, who organized a new company under the name of the White Mountain N. H. Railroad. The road was at once leased to the Boston, Concord & Montreal for five years at a rental of $10,000 per year. The rental was increased to $12,000 in 1864 and the lease extended twenty years. This rental was about sufficient to pay the interest on the debt.

In 1869 the construction of an extension of the White Mountain Railroad beyond Littleton was undertaken, and in 1872 the track from Wing Road towards the base of Mount Washington was begun. In 1877 the original White Mountain Railroad between Woodsville and Littleton was taken over by the Boston, Concord & Montreal, by exchanging $300,000 six per cent. bonds for the capital stock of the reorganized road. In 1880 the extension to Groveton was completed, and the construction account was closed at $790,000. In 1882 $500,000 of improvement bonds were sold at 10 per cent. discount. In 1883 the construction account of the line from Wing Road to the base of Mount Washington was closed at $446,000. June 1, 1883, this road was leased to the Boston & Lowell for six per cent. on the preferred stock for the first year and five per cent. thereafter with a chance for increase with increased earnings.

On May 1, 1889, the lease to the Boston & Lowell was declared void and the road was at once consolidated with the Concord Railroad under the name of the Concord & Montreal Railroad.

Pemigewasset Valley Railroad—This is a single track line from Plymouth to Lincoln, 22.93 miles.

The original charter for the line to North Woodstock was granted in 1874, and the road was opened in 1883. The cost of the road and equipment was $529,585. In 1895 the road was extended to Lincoln.

This road was leased to the Concord & Montreal Railroad on completion, at six per cent. on its cost, for the term of ninety-nine years from 1883.

Tilton & Belmont Railroad—This is a single track line from Belmont Junction to Belmont, 4.17 miles. This line was opened in 1888 and the 472 shares of stock issued were all bought by the Concord & Montreal Railroad for $48,550.

On December 22, 1924, the Boston & Maine entered a petition with the Interstate Commerce Commission to abandon the Belmont branch. It was stated that the road had been built through the influence of the Concord & Montreal, and that it was merged with the Concord & Montreal in 1901. Its book value on December 31, 1924, was $49,000, and the railroad claimed an annual loss of $12,000. Passenger traffic declined 50 per cent. between 1920 and 1925. The commission at first granted the petition of the railroad to abandon this branch, but a rehearing was secured and this decision was reversed in July, 1926.

Manchester & Milford Railroad—This is a single track line from Manchester to Milford, 18.54 miles.

It was chartered in 1899 and completed in 1901. It was built by the Concord & Montreal Railroad. In 1906 the cost was given as $399,919.

There are no records to show whether this road was a paying investment, it being included in the Concord & Montreal Railroad.

The book value of this railroad on November 30, 1924, was $418,837. The Boston & Maine Railroad petitioned on December 7, 1924, for permission to abandon the Manchester & Milford branch on the ground that it was losing $40,000 a year. This petition to the Interstate Commerce Commission was opposed by the towns of Amherst and Bedford, but was granted by the commission on November 3, 1925, and went into effect 60 days thereafter.

New Boston Railroad—This is a single track line from Parker's Station in Goffstown to New Boston, 5.19 miles.

The line was completed in 1893. It was leased to the Concord & Montreal Railroad at that date on a four per cent. basis on the cost, which was not to exceed $70,000. The cost of the road was $84,000,

which leaves $14,000 with no dividend. The Boston & Maine Railroad continued this lease.

On December 1, 1925, the Boston & Maine Railroad entered a petition to the Interstate Commerce Commission to abandon this road from Parker Station to New Boston. At that time the book value of the property was $87,507, and the lease to the Boston & Maine had been extended until June 19, 1992. The railroad claimed that this branch was operated at an anual loss of $17,000. The petition was opposed by the town of New Boston, the Merrimack County Farmers' Exchange and the Langdell Lumber Company, which claimed that there were 3,000,000 feet of lumber waiting to be shipped out of New Boston station. On November 3, 1925, the commission denied the petition of the Boston & Maine.

Suncook Valley Extension Railroad—This is a single track line from Pittsfield to Center Barnstead, 4.46 miles.

The line was opened in 1889, and the 765 shares of stock issued were bought by the Concord & Montreal Railroad for $76,577. It is operated since September 28, 1924, by the Suncook Valley Railroad.

Franklin & Tilton Railroad—This is a single track line from Franklin to Tilton, 4.95 miles. The line was built in 1890 at the joint expense of the Northern and Concord & Montreal railroads. The original cost was $245,708, which had been increased to $268,249 in 1911. It was operated by the Concord & Montreal Railroad, to which it was leased in 1895 for the term of 91 years, at the nominal rental of $1 annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad.

In referring to the building of this line the report of the railroad commissioners in 1891 says: "We know of no other case in which so much money has been spent to so little purpose in a railroad project."

Lake Shore Railroad—This is a single track line from Lakeport to Alton Bay, 17.28 miles.

The line was opened in 1890, and the 2,752 shares of stock issued were bought by the Concord & Montreal Railroad for $279,913.

The Lake Shore, Tilton & Belmont, and the Suncook Valley Extension were all designed to be branches of the Concord & Montreal Railroad, though they were chartered as independent roads, and they have been operated as a part of that system.

Profile & Franconia Notch Railroad—This is a single track line from Bethlehem Junction to Profile House, and to Bethlehem, 10 and 3.33 miles respectively.

The line to the Profile House was chartered in 1878 and completed in

1879. It was built for summer travel and the gauge was three feet. The branch to Bethlehem was completed in 1882, and the report of that year shows the cost to have been for construction of completed road $191,072, and for equipment, $24,945, total $216,017. It was capitalized at $200,000, and the balance of cost was paid out of earnings.

In 1892 the stock was purchased by the Concord & Montreal Railroad apparently at a cost of $280,751. In 1896 the road was changed to a standard gauge line at a cost of about $40,000. No separate returns were made after the purchase of the stock by the Concord & Montreal Railroad. In 1901 by special authority of the Legislature, the company was merged with the Concord & Montreal Railroad, and at that time the cost stood in their assets at $332,821.

This road appears to have been built without any financial troubles, and its stock was purchased by the Concord & Montreal Railroad at an advance of $64,734 above the cost.

On December 22, 1924, the Boston & Maine entered a petition with the Interstate Commerce Commission to abandon the Bethlehem branch from Bethlehem Junction to Bethlehem, which had entered the Boston & Maine ownership in 1919. The book value was $127,928.

Automobile competition cut down the earnings of the branch so that it operated only from June to September at an estimated loss of $9,664. Passenger traffic decreased until an average of only eight passengers were carried on the train, and freight dropped from 982 tons in 1920 to 21 tons in 1924. In Bethlehem there were in 1925 a permanent population of between 600 and 700 and 28 hotels catering to tourists. The commission allowed the Boston & Maine to abandon this branch.

Whitefield & Jefferson Railroad—This is a single track line from Whitefield to Berlin, 30.58 miles. The line from Whitefield to Jefferson, 10.68 miles, was chartered in 1878 and completed in 1879. This road had existed to some extent for some time as a lumber road, and was owned jointly by the Brown Lumber Company and the Boston, Concord & Montreal Railroad. The original cost is placed at $100,000. Many improvements were made in the road, including the substitution of steel for iron rails in 1881-82-83, and the cost of the road and equipment in 1888 is given as $189,504, capital stock $200,000.

In 1889 the Concord & Montreal bought the 1,000 shares of the Brown Lumber Company for $100,000, and thus became the sole owner of the road. Since 1889 no separate report has been made of the operation of this road. The extension to Berlin was begun in 1890 and was completed in 1893 at a cost of about $617,000. In 1892 a branch was built from Jefferson Meadows to the Waumbek House, 3.48 miles. Both of these branches were built at the expense of the Concord & Montreal Railroad.

Northern Railroad—This is a single track line from Concord, New Hampshire, to White River Junction, Vermont, 69.50 miles, with a branch line from Franklin to Bristol, 13.41 miles.

The main line was chartered in 1844; was open to Franklin in 1846 and to Lebanon in 1847, and was completed in 1848. The Bristol branch was chartered as the Franklin & Bristol Railroad in 1846, and was completed in 1848. By authority of an act of the Legislature the Franklin & Bristol Railroad Corporation was united to the Northern on January 31, 1849. In the report May 1, 1849, the cost of construction of road, depots and equipments for the main line and branch together is given as $2,672,791.97. The total stock of the Northern then issued was $2,600,000.

In 1878 the Northern aided in the construction of the Peterborough & Hillsborough Railroad. In 1884 the Northern was leased to the Boston & Lowell for 99 years for $133,420 per year interest, and $5,000 organization expenses; also interest on $600,000 of the bonds of the Concord & Claremont and Peterborough & Hillsborough roads. July 1, 1887, the lease to the Boston & Lowell was declared void.

The Northern Railroad was operated independently to January 1, 1888, and then operated by the Boston & Maine Railroad until leased to the Boston & Lowell under an operating contract with a guaranteed minimum of $199,920 per annum. In 1890 the Northern was leased to the Boston & Lowell for 99 years from January 1, 1890, on the basis of five per cent. dividends until July 1, 1897, and six per cent. thereafter; also with interest on the Concord & Claremont and Peterborough & Hillsborough bonds.

Concord & Claremont, N. H. Railroad, Contoocook Valley Railroad—This is a single track line from Contoocook to Hillsborough, 14.60 miles.

The line was chartered in 1848 and opened in 1849. The work was attended by great financial difficulties, and securities were sold at heavy discounts. The road was never able to provide equipment necessary for its operations, and was forced to either make contracts with connecting lines or else hire equipment at high rates from them. The construction accounts were not fully closed until the road was surrendered by directors to trustees under the first mortgage in September, 1854, up to which time there had been expended for construction and equipment $257,069.19, This included $56,100.25, interest and discount on securities.

The enterprise was a failure from the start, partly owing to the very strenuous opposition of the Wilton Railroad and the New Hampshire Central. October 31, 1857, the company was reorganized as the Contoocook River Railroad, having been bid in at foreclosure sale for $30,000. New bonds were issued for that amount, and $200,000 of capital stock was issued apparently in exchange for other securities. During the seven months of the fiscal year ending May 1, 1859, the road was run by the Concord Railroad, and during the last five months of that year by

the Northern Railroad, an agreement having been entered into by the Northern whereby the Concord Railroad took over the operation of the New Hampshire Central from the Merrimack & Connecticut Rivers Railroad, and the Northern Railroad took over the operation of the Contoocook River Railroad. From 1860 to 1873 the road appears to have been operated by the Northern Railroad at some profit on its reduced capital. In the latter year the road was consolidated with the Merrimack & Connecticut Rivers and the Sugar River railroads, into the Concord & Claremont, N. H. Railroad.

Concord & Claremont Railroad—This is a single track line from Concord to Claremont Junction, 56.30 miles.

The line from Concord to Bradford, 29.80 miles, was chartered in 1848, and opened in 1850.

The road encountered much the same financial difficulties as the Contoocook Valley Railroad. Up to May 1, 1853, the cost of construction and equipment amounted to $698,258.15. This included interest and discount on bonds to the extent of $103,959.53. In this year a consolidation with the New Hampshire Central Railroad was effected, and a new corporation, the Merrimack & Connecticut Rivers Railroad, formed. The combined construction and equipment account showed a total of $1,286,274.65 for the combined roads. The road, before its consolidation, was a failure in the matter of producing net revenue, and after the consolidation the results were still unsatisfactory.

In 1859 the New Hampshire Central Railroad was disposed of by the trustees for the holders of the mortgage bonds of said road, and the road was separated from the Merrimack & Connecticut Rivers Railroad and operated by trustees for the first mortgage bondholders. The road continued its precarious existence until about 1870, when it was foreclosed and sold under the mortgage for $200,000. In 1871-72 the line from Bradford to Claremont Junction, 26.50 miles, was constructed under the corporate name of the Concord & Claremont, N. H. Railroad. It appears from the conditions of the agreement that the cost of the Sugar River Railroad exceeded $500,000.

Peterboro & Hillsboro Railroad—This is a single track line from Hillsboro Bridge to Peterboro, 18.51 miles. The line was chartered in 1869, and the charter was extended in 1876. The road was completed in 1878, and was largely financed by the Northern Railroad. The Contoocook Valley, Concord & Claremont, and Peterboro & Hillsboro railroads were part of the Northern Railroad system leased to the Boston & Lowell Railroad. They represent an aggregate cost of construction, including discount on securities, of $1,574,617.85.

Boston & Maine Railroad—This is a double track line from Boston to Portland, 115.5 miles, 34.75 miles in New Hampshire.

The road was chartered in New Hampshire in 1835 and was opened from the Massachusetts State line to Exeter in 1840, and to Dover in 1841. In 1842 it was consolidated with the Boston & Portland. It was chartered to Haymarket Square in Boston, in 1844, and opened in 1845.

In 1847 the cost of the road in New Hampshire was given as $804,455.49. In the same year the Boston & Maine, in connection with the Eastern Railroad Company, leased the Portland, Saco & Portsmouth Railroad for a term of 99 years at six per cent. on a capital of $1,500,000. In 1863 the Dover & Winnipiseogee Railroad was taken under control by a business contract for a term of 50 years.

In 1871 the joint lease of the Portland, Saco & Portsmouth was terminated by the Eastern Company, and thereupon the Boston & Maine secured a charter and extended its line from South Berwick, Maine, to Portland, completing the extension in 1872, at a cost of $3,941,323. In 1873 the West Amesbury branch was leased.

In 1884, in accordance with general legislation obtained for the purpose, the Boston & Maine leased the entire Eastern Railroad system.

In 1886 the Boston & Maine Railroad system comprised, in addition to the main line, the Great Falls, now Somersworth, branch, Dover & Winnipiseogee, West Amesbury branch, Eastern in New Hampshire, Portsmouth, Great Falls & Conway, Wolfeboro, Portsmouth & Dover, Worcester, Nashua & Portland, a total mileage in New Hampshire of 227.54 miles.

In 1890 there had been added to the Boston & Maine system Manchester & Lawrence, Peterborough, Wilton, Northern, Bristol branch, Concord & Claremont, Hillsborough branch, Peterboro & Hillsborough, Manchester & Keene, and Nashua & Lowell. In 1895 the Concord & Montreal system was leased. In June, 1900, the Boston & Maine leased the entire Fitchburg system for 99 years. Previous to this time the Boston & Maine had also acquired 51 per cent. of the capital stock of the Maine Central Railroad. This brought under Boston & Maine control 1,122 of the 1,174 miles of railroad in New Hampshire.

West Amesbury Branch Railroad—This is a single track line from Newton Junction, New Hampshire, to West Amesbury, Massachusetts, 4.50 miles, 2.32 miles in New Hampshire.

The line was chartered June 30, 1868, and opened January 9, 1873. The road cost $114,800, and was leased to the Boston & Maine at an annual rental of $5,700 or five per cent. on the capitalization.

The Boston & Maine operated the road under the lease until the bonds matured, and the road appears among the branches owned in the Boston & Maine report for 1894.

Dover & Winnipiseogee Railroad—This is a single track line from Dover to Alton Bay, 29 miles. The first charter was granted in 1839. This charter lapsed and a second charter was granted in 1847, under the

name of the Cocheco Railroad Company. The road was completed in 1851. In 1861 the interest on the bonds was defaulted and the property was surrendered to the trustees under the mortgage.

In 1862 the Legislature authorized the reduction of the capitalization to $480,000, representing the company's indebtedness, made up of the $420,953.33 of bonds and other obligations, thus cancelling the capital stock liability of $389,047.60. The cost of the road was given as $825,199.51.

In 1863 the company was reorganized as the Dover & Winnipiseogee Railroad. The capital stock was $480,000, standing as all paid in. The road was then leased to the Boston & Maine Railroad for a term of fifty years at an annual rental of $29,000 per year, amounting to six per cent. on the capital stock and organization expenses.

In 1892 the road was purchased by the Boston & Maine Railroad and consolidated with that system. The price paid was three-fourths of a share of Boston & Maine stock for each share of the Dover & Winnipiseogee stock.

Eastern Railroad in New Hampshire—This is a double track line from Atlantic to Portsmouth, 16.08 miles.

This road was chartered in 1836 and opened in 1840. In accordance with an act of the Legislature, this road was leased to the Eastern Railroad in Massachusetts on completion, for 99 years, on the basis of an equal division of the profits. In 1846 the cost was shown to be $485,704.50, and in 1850 to be $492,500, which was the amount of capital stock outstanding in 1856.

In 1878 there was a modification of the lease, growing out of dissatisfaction on the part of the stockholders from lack of dividends, and the Eastern Railroad in Massachusetts agreed to pay four and one-half per cent. dividends on the stock of the Eastern in New Hampshire for the next 60 years. In 1890 the capital stock was increased to $750,000 and the amount issued to $738,500, to cover the cost of road and improvements to date. This amount of stock outstanding remained unchanged up to 1899, when the Eastern Railroad in New Hampshire was consolidated with the Boston & Maine Railroad. The road was at once reconstructed, a second track was laid and the grades were separated at thirteen highway crossings, at a cost of about $400,000. The Eastern in New Hampshire shared in the financial troubles of the Eastern in Massachusetts, with the absence of dividends for a series of years.

Portsmouth & Dover Railroad—This is a single track line from Portsmouth to Dover, 10.88 miles.

The charter was first granted in 1842 and was renewed in 1866. The road was opened in 1874 and the cost was given as $738,148.97. The cities of Portsmouth and Dover subscribed $300,000 and $225,000 respect-

ively to aid in the construction of this road, and issued six per cent. bonds to raise the money. Both cities took stock at par in payment.

The road was leased from its inception for a term of fifty years to the Eastern Railroad in New Hampshire on the basis of six per cent. on its capital stock, and a total of $756,800 of stock was issued. This lease was at once assumed by the Eastern Railroad in Massachusetts. About 1879, when the affairs of the Eastern Railroad were being straightened out, an effort was made to secure a reduction of rental on the grounds of an alleged fictitious cost, but the courts upheld the lease. The capital stock then stood at $757,800, and the full six per cent. continued to be paid after January 1, 1900, when the Boston & Maine Railroad, having become the lessor through its lease of the Eastern Railroad, purchased the road.

Great Falls & Conway Railroad—The Great Falls & Conway Railroad was chartered in 1844; construction commenced in 1849, and on April 1, 1850, the line was in operation between Great Falls and Rochester. At this time the Boston & Maine Railroad furnished equipment and operated the road, charging for these services the same cost as on their own line, which resulted in a deficit. Subsequently the road appears to have been operated by its owners, and struggled along under various vicissitudes until 1860, at which time the construction account aggregated $426,905.01.

In the following year, January 18, 1861, the trustees under the third mortgage bonds took possession of the road. These trustees represented the Eastern Railroad interest in the property, that road having guaranteed the second mortgage bonds, and the road having defaulted on the third mortgage bonds made it necessary for them to act. The trustees appear to have retained possession until 1866, when a reorganization was effected and the road absorbed into the newly incorporated Portsmouth, Great Falls & Conway Railroad.

South Berwick Branch Railroad—The South Berwick Branch Railroad was constructed between 1863 and 1864, and extended from Conway Junction to Great Falls, a distance of about six miles, and made the connecting link between the Eastern Railroad and the Great Falls & Conway Railroad. It was largely financed by the Eastern Railroad. Its $60,000 issue of bonds was guaranteed by that company, which also advanced upwards of $40,000 in addition, receiving stock in payment. In 1866 this line was also merged into the newly incorporated Portsmouth, Great Falls & Conway Railroad.

Portsmouth, Great Falls & Conway Railroad—The Portsmouth, Great Falls & Conway Railroad was organized in 1866 for the purpose of taking over the Great Falls & Conway Railroad and the South Berwick Branch Railroad. It had an authorized capital stock of $370,000, including $200,000 of bonds, which were to be converted at maturity, in 1874, into stock.

This, in fact, represented the first and second mortgage bonds of the Great Falls & Conway Railroad, there being $100,000 in each issue.

Immediately following reorganization, the line was extended from Union Village to West Ossipee at a cost of $767,200, a considerable portion of the money being advanced by the Eastern Railroad, and this extension was followed by a further one from West Ossipee to North Conway at a cost of $483,400.99, all advanced by the Eastern Railroad, which road also advanced a further sum of $220,000 for improvement of the line between Conway Junction and Union. A further extension was made in 1867, costing between $12,000 and $13,000, to effect a connection with the Portland & Ogdensburg Railroad at North Conway.

Meanwhile, in 1870, a lease of the entire road had been entered into with the Eastern Railroad in New Hampshire, and assumed by the Eastern Railroad in Massachusetts for a term of 69 years, the terms calling for the operation of the three roads, Portsmouth, Great Falls & Conway, Eastern Railroad in New Hampshire, and Eastern Railroad in Massachusetts as one system, the stock to participate equally in dividends, the Eastern Railroad assuming the interest on the bonds. But in 1876 the Eastern Railroad itself became seriously embarrassed, and the lessor line suffered accordingly. A compromise, however, was finally reached whereby the lessee was to pay four and one-half per cent. instead of seven per cent. on the funded debt, amounting to $1,000,000. The provision to share equally with the Eastern Railroad in New Hampshire and the Eastern Railroad in Massachusetts in dividends earned appears to have remained unchanged, and this basis continued up to 1884, when the Eastern Railroad was leased by the Boston & Maine Railroad and its obligations assumed by the latter company.

Wolfeboro Railroad—This is a single track line from Sanbornville to Wolfeboro, 12.03 miles.

The line was chartered in 1868 and opened in 1872. In 1878 the cost was given as $386,500, and the authorized capital was $400,000. In 1869 the cost was reduced to $385,500, on which dividends were paid. On its completion it was leased to the Eastern Railroad in New Hampshire, and the lease was at once assumed by the Eastern in Massachusetts. The lease was on the basis of six per cent. on the capital stock, for a term of 68 years from time of the completion of the road, with the proviso that if the net earnings for any year should exceed that amount of income one-half the excess should accrue to the lessor.

The town of Wolfeboro voted a gratuity of about $35,000 for the construction of this road, but it is not known whether it was ever paid. This stock continued to receive six per cent. in rentals until the purchase of the road and consolidation with the Boston & Maine Railroad in 1892. The Boston & Maine gave 15-17 of a share of its own stock for each share of the Wolfeboro Railroad stock, amounting to $340,000 for the new capitalization.

CHAPTER XXVIII.

THE SLAVERY CONTROVERSY AND STATE POLITICS PRIOR TO THE CIVIL WAR.

Abolitionists in New Hampshire—New Hampshire Anti-Slavery Society, 1834—Riot in Concord, 1835—Policy of the Democratic Party—Administration of Gov. Henry Hubbard, 1842-44—Administration of Gov. John H. Steele, 1844-46—Presidential Elections of 1844 and 1848—Election of Gov. Anthony Colby in 1846—Mexican War—John P. Hale Sent to the Senate—Independent Democratic Party—Administration of Gov. Jared W. Williams, 1847 and 1848—President Polk's Visit, 1847—Administration of Gov. Samuel Dinsmoor, Jr., 1849-52—Constitutional Convention of 1850—Administration of Gov. Noah Martin, 1853-54—Election of Franklin Pierce to the Presidency, 1852—Administration of Gov. Nathaniel B. Baker, 1854—Know-Nothing Party—Ruel Durkee—Administration of Gov. Ralph Metcalf, 1855-1857—Prohibition Adopted—Anti-Slavery Senators Elected, 1855—Republican Party Established—Presidential Election of 1856—How Political Campaigns Are Financed—Administration of Gov. William Haile, 1857-59—Removal of Sheriff Rixford—Industrial School Established at Manchester—Firemen's Muster of 1859—Incorporation of Cities and Towns—Auburn, 1845—Dummer, 1848—Rollinsford, 1849—Newfields, 1849—Madison, 1852—Clarkesville, 1853—Monroe, 1854—Belmont, 1859—Webster, 1860—Remarkable Career of Daniel Webster.

> God Bless New Hampshire—from her granite peaks
> Once more the voice of Stark and Langdon speaks.
> The long-bound vassal of the exulting South
> For very shame her self-forged chain has broken,
> Torn the black seal of slavery from her mouth
> And in the clear tones of her old time spoken.
>
> *John G. Whittier.*

The Abolition Movement—The abolition movement for the freedom of the slaves began at an early period in New Hampshire. The New England Anti-Slavery Society was organized in 1832 at Boston and the New Hampshire branch of the American Anti-Slavery Society was organized in 1834. During that year the question of slavery was debated in Concord at a meeting which many members of the Legislature attended. Dr. Nathaniel Bouton and Rev. George Storrs, the two leading clergymen in Concord, identified themselves with the movement and a committee consisting of John Farmer, George Kent and Rufus A. Putnam, represented the New Hampshire Anti-Slavery party in drawing up an address to the people of the State.

In the summer of 1835 George Thompson, of England, accompanied by John Greenleaf Whittier, the poet, spoke at the State House until a mob collected and assaulted Mr. Whittier. Mr. Thompson escaped to the home of George Kent and from there he and Mr. Kent escaped to the woods. His effigy was burned in the State House yard.

Steven S. Foster, Parker Pilsbury, Wendell Phillips and William Lloyd Garrison campaigned through the State in favor of abolition. The sentiment in the churches was divided and it was claimed by Garrison that President Lord, of Dartmouth College, and Bishop Hedding, of the Methodist Church, were among the opponents of the abolition cause.

Petitions poured into the Legislature in 1838 relating to the abolition of slavery and the Legislature voted that it was "inexpedient to legislate." Governor Isaac Hill, in 1836, said that "the whites found the colored race fit only for servitude." There were bitter fights over the question at several sessions of the Legislature, but the Democrats being in control, rejected all efforts to pass resolutions against slavery.

New Hampshire did not definitely line up as an abolitionist State until 1846, when Gov. Anthony Colby, the first Whig Governor, came out against slavery. Fifteen societies in favor of abolition were organized in the State and mass meetings pro and con were held on all sides. Anthony P. Rogers, of Portsmouth, a Dartsmouth graduate, edited at Concord an abolition paper called the "Herald of Freedom." The foremost of all was John Parker Hale, United States Senator, and a candidate for the Presidency in 1852.

Administration of Governor Henry Hubbard, 1842-1844—In 1842 there were four candidates for Governor, the party in power nominating Henry Hubbard, who had just completed a term in the United States Senate, a stalwart Jackson Democrat. He was elected by a very large majority in 1842 and 1843. In the latter year, Anthony Colby began running as the candidate of the Whig party and, after being defeated at three consecutive elections, he was finally elected in 1846 and again defeated in 1847.

1842.		1843.	
Whole vote	48,104	Whole vote	44,583
Scattering	358	Scattering	83
Daniel Hoyt, *F. S.*	2,812	Daniel Hoit, *F. S.*	3,402
John H. White, *I. D.*	5,869	John H. White, *I. D.*	5,497
Enos Stevens, *W.*	12,234	Anthony Colby, *W.*	12,551
Henry Hubbard, *D.*	26,831	Henry Hubbard, *D.*	23,050

Members of Congress—In 1842 Franklin Pierce retired from the United States Senate and Leonard Wilcox, of Orford, a Democrat, succeeded him. The next year Senator Wilcox in turn was succeeded by Charles G. Atherton, of Nashua, Democrat. The Congressional delegation was reduced from six members to five after the census of 1830, and from five to four after the census of 1840.

The members of Congress elected in 1842 were John P. Hale, of

Dover, and Moses Norris, Jr., of Pittsfield. The other two Congressmen held over, Edmund Burke, of Newport, and John R. Reding, of Haverhill. In 1844 Sheriff Mace Moulton, of Manchester, was elected Congressman, the first man ever sent from that city to either branch of Congress. At the same election James H. Johnson, of Bath, was chosen to succeed Mr. Reding.

Henry Hubbard—Henry Hubbard, twentieth Governor of New Hampshire, was born at Charlestown, May 3, 1784. He was graduated at Dartmouth in 1803; read law under Jeremiah Mason at Portsmouth, and began practice at Charlestown; was a supporter of the Unitarian Church; was moderator of town meeting several times, and representative in the Legislature 11 times, in 1812-27, being speaker in 1825-27. As solicitor for Cheshire County, 1823-28, he sustained so excellent a reputation that when Sullivan County was incorporated, 1827, he was made its judge of probate, and served for two years.

Originally a Federalist, he became a Democrat, and as such was a member of Congress 1831-35; and in 1834 was speaker *pro tempore*. In 1834 he entered the National Senate, where for six years he had the implicit confidence of the administration and the Democratic party. After he left the Governor's chair he continued to exert an influence in politics, and is credited with having brought forward Franklin Pierce at the right moment for his success in the Baltimore Convention, which nominated him for the Presidency.

In 1846 he removed to Boston, where he held the office of sub-treasurer during Polk's administration, returning to Charlestown in 1849. His voice was powerful, and it is said that his political speeches "were literally thundered." Governor Hubbard was married at Charlestown, November 30, 1813, to Sally Walker, who bore him four sons and a daughter, who became the wife of Chief Justice John J. Gilchrist. Governor Hubbard died at Charlestown, June 5, 1857.

Elections of 1844 and 1845—In 1844 the Democratic candidate was John H. Steele, former member of the Governor's Council. He defeated Mr. Colby in 1844 and in 1845, but with decreasing majorities.

1844.		1845.	
Whole vote	48,692	Whole vote	45,765
Scattering	201	Scattering	994
John H. White, *I. D*	1,988	Daniel Hoit, *F. S*	5,786
Daniel Hoit, *F. S*	5,767	Anthony Colby, *W*	15,579
Anthony Colby, *W*	14,750	John H. Steele, *D*	23,406
John H. Steele, *D*	25,986		

John Hardy Steele—John Hardy Steele, twenty-first Governor of New Hampshire, was born at Salisbury, North Carolina, January 4, 1789. His father, a native of the north of Ireland, emigrated to North Carolina early in life, and established himself as a brick maker at Salisbury. The son was left an orphan at an early age, had very limited opportunities of

gaining an education, and at the age of 14 was apprenticed to a maker of Windsor chairs, gigs and sulkies.

Capt. Nathaniel Morison, of Peterboro, New Hampshire, a carriage maker by trade, happened to reside for a time at Fayetteville, North Carolina, and making the acquaintance of young Steele, induced him to go North, which he did, arriving at Peterboro in May, 1811. He at first worked for Captain Morison at carriage making, afterward at machine-making, receiving $13 per month, but developed mechanical skill so rapidly that he became a manufacturer himself, and in 1817 put in operation the first power loom used in New Hampshire. In 1824 he erected a cotton mill at West Peterboro, and this he superintended until 1845, also carrying on a farm there.

He was a member of the State Legislature in 1829, and represented the old Hillsboro district in the Council in 1840 and 1841. In 1842, partly for his health, partly to examine new machinery and methods of manufacture, he visited England, and before his return made a tour of Ireland. Elected Governor by the Democrats, he served for two terms, and then returned to his farm, which he tilled according to the most scientific methods of agriculture. Governor Steele died at Peterboro, July 3, 1865.

Presidential Elections of 1844 and 1848—In the Presidential election of 1844 the State gave its support as usual to the Democratic candidate, who was James K. Polk. Among the electors was former Governor William Badger.

In 1848 the State supported Gen. Lewis Cass, who was a candidate of the Democratic party, but in the country at large he was defeated by Gen. Zachary Taylor. The result of these elections was as follows:

1844.

James K. Polk, Democrat (elected)	27,016
Henry Clay, Whig	17,766
James G. Birney, Free Soil	4,152

ELECTORS—William Badger, John McNeil, Elijah R. Currier, Isaac Hale, Elijah Sawyer, John L. Putnam.

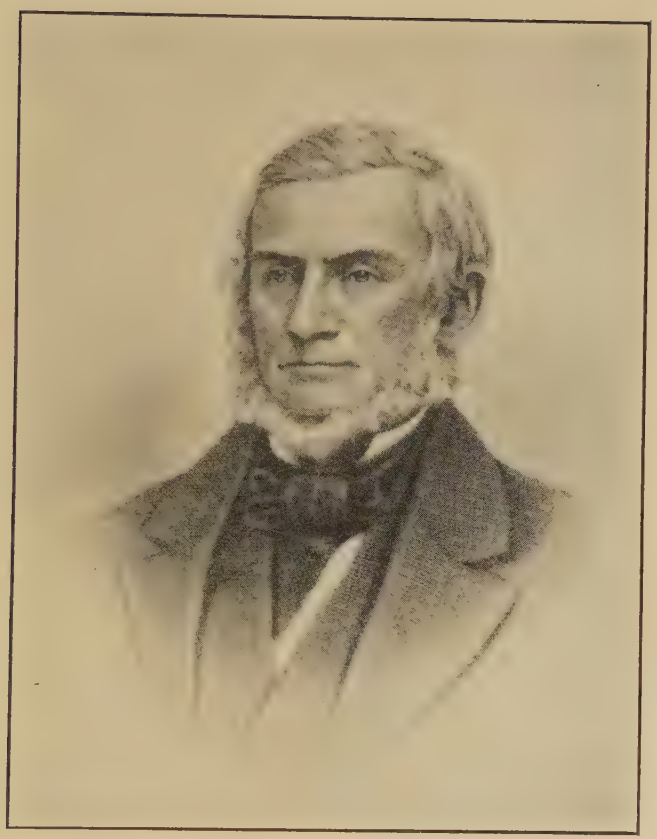
1848.

Lewis Cass, Democrat (defeated)	27,762
Zachary Taylor, Whig (elected)	14,789
Martin Van Buren, Free Soil	7,559

ELECTORS—Samuel Tilton, Jesse Bowers, Joseph H. Smith, Jonathan Eastman, Richard H. Ayer, Simeon Warner.

In 1845 Senator Levi Woodbury retired from the Senate, after serving 10 years at two different periods, and he was succeeded by Benning W. Jenness, of Strafford, a Democrat. Senator Jenness in turn was succeeded the next year by Joseph Cilley, of Nottingham, a Democrat.

In 1847 Amos Tuck, of Exeter, Charles H. Peaslee, of Concord, and James Wilson, of Keene, became Congressmen from this State, and James H. Johnson, of Bath, was reëlected, making up the delegation of four.



Anthony Colby

GOVERNOR 1846-1847

Governor Anthony Colby's Administration—In 1846 Jared W. Williams was the Democratic candidate for Governor and he received a plurality of 10,000 votes. There were two opposition candidates in the field, however, Anthony Colby, the Whig nominee, and Nathaniel S. Berry, the Free Soil candidate. The result was that neither candidate had a majority and the Legislature combined on Colby to defeat the regular Democratic candidate.

1846.			
Whole vote	55,194	Nathaniel S. Berry, *F. S.*	10,379
Requisite for choice	27,598	Anthony Colby, *W.*	17,707
Scattering	568	Jared W. Williams, *D.*	26,740

Anthony Colby—Anthony Colby, twenty-second Governor of New Hampshire, was born at New London, November 13, 1795, son of Joseph Colby. The ancestral line has been followed back to three crusaders of Danish antecedents. Governor Colby's mother was descended from one of the Scotch-Irish settlers of Londonderry. His father bought a portion of the Masonian grant in New Hampshire, and served for a long period in the General Assembly, having as an associate and intimate friend Capt. Ebenezer Webster.

After obtaining a common school education, Anthony Colby took up manufacturing, and in 1828 he was elected to the Legislature. When elected to the executive chair he received the heartiest congratulations from Daniel Webster, between whom and himself as strong a friendship existed as between their fathers. He was the first Whig to become chief magistrate since Governor Bell. To one who twitted him on the shortness of his administration, he made answer that it was the most remarkable administration the State had ever had, for he had satisfied the people in one term, and no other Governor had ever done that.

He established, at New London, Colby Academy, an institution under Baptist control, which was endowed by his family, and in 1850-70 was a trustee of Dartmouth College, of which two of his sons were graduates. He received from it in 1850 the honorary degree of A. M. He was major-general of the State militia for many years, and held other positions of trust, especially in religious and educational interests of the State. Governor Colby's first wife was Mary Everett, and their son, Daniel Everett, was adjutant-general of the State militia in 1863-64. Governor Colby died at New London, July 13, 1873.

War With Mexico—During Governor Colby's administration and the following year the Mexican War was in progress. In general the opponents of slavery condemned the war and the annexation of Texas as movements in the interests of the slave-holding States. Resolutions approving the war were voted down in 1846 and passed by a small majority in 1847. One hundred and twenty-nine members of the House voted—that the Mexicans were a "weak, harassed and defenseless people"; that

sympathy was due to the friends of the brave men who had fallen "victims to the baleful spirit of conquest and lust of territorial aggrandizement," and that "the prevalence of better councils, and a wise, moderate and conciliatory policy might have saved us from this calamitous and bootless war." On the other hand a majority voted—that in the measures taken by the National Executive "we recognize not only a spirit of justice, and a desire for peace, but at the same time, wisdom, statesmanlike forecast, and patriotic energy."

The 9th Regiment of the United States Infantry were recruited in New Hampshire, under the auspices of Colonel Franklin Pierce. Among those who distinguished themselves for gallantry were: Lieut. George Bowers, of Nashua, afterward a lieutenant-colonel in the Civil War; Sergt. John Bedel, of Bath, afterward colonel and brevet brigadier-general in the Civil War; Lieut. Jesse A. Gove, of Concord, who fell at the head of a Massachusets regiment in the Civil War; Maj. W. W. S. Bliss, of Lebanon, who was brevetted lieutenant-colonel for gallant and meritorious conduct at the battle of Buena Vista; Lieut. John H. Jackson, of Portsmouth, who was saved from a death-bearing bullet by a Bible over his heart, came out of the war a captain and afterwards served in the Civil War as colonel of a New Hampshire regiment; Capt. Theodore F. Rowe, brevetted major for gallant conduct at Puebla; Lieut. Thomas J. Whipple, of Wentworth, who served also as colonel in the Civil War; Lieut. George Thom, of Derry, who rose to be a general in the Union Army; Capt. Henry Lane Kendricks, native of Lebanon, graduate and professor at West Point, who was brevetted major for gallant conduct in 1847, afterwards returning to West Point as professor and known as one of the best beloved instructors there; and Brigadier-General Franklin Pierce.

John P. Hale Sent to Senate—The election of Governor Colby marked the temporary defeat for the Democratic party, which had been in control so many years. One result of this was the election of John P. Hale, of Dover, an abolitionist and member of the Free Soil party as United States Senator, to succeed Joseph Cilley, of Nottingham, Democrat, who served out a term.

Mr. Hale had been elected a member of the Legislature from Dover as an Independent Democrat and was elected Speaker of the House of Representatives. When he went to Washington he was the only Free Soil Senator. He was alone among 32 Democrats and 21 Whigs and became the leader of the anti-slavery forces.

Senator Hale was born in Rochester in 1806 and graduated from Bowdoin College in 1827. Among those who went to college with him were Henry W. Longfellow, Franklin Pierce and Nathaniel Hawthorne. He practiced law in Dover and was elected to Congress on a workingman's ticket, where he earned the epithet of "the Granite State Cateract,"

by the manner in which he denounced slavery. He left the Democratic party because of the attitude of that party in defense of the slave States.

The Independent Democratic party was organized in New Hampshire in 1845, when a convention met at Exeter called by Amos Tuck, of Exeter. This party, which was the forerunner of the Free Soil party, published a newspaper under the name of the Independent Democrat, and John P. Hale was its principal exponent. This party was succeeded by the Free Soil party, which organized in 1848 with a National ticket. The nomination for President was offered in that year to Senator Hale, but he declined it. Four years later, in 1852, when his old college mate, Franklin Pierce, was the candidate of the Democratic party for President, Senator Hale accepted the nomination of the Free Soil party and polled a considerable vote. In 1855 Senator Charles G. Atherton died and Senator Hale was again appointed to the Senate and reëlected in 1859, serving altogether 16 years.

His name was a household word throughout the North from 1845 until the time of the Civil War. He has been honored by the State of New Hampshire in the erection of a monument in the State House yard, which was unveiled August 3, 1892, and at which a prominent part was taken by his son-in-law, William E. Chandler, who was United States Senator for many years.

Governor Colby Defeated for Reëlection—In the election of 1847, the same candidates entered the field as in the previous year. Governor Colby was defeated for reëlection, however, because the vote of the Free Soil party did not stick. The Democratic party regained its power and elected former Congressman Jared W. Williams as Governor. He was reëlected in 1848. The vote:

1847.		1848.	
Whole vote	60,500	Whole vote	61,542
Scattering	54	Scattering	468
Nathaniel S. Berry, *F. S.*	8,531	Nathaniel S. Berry, *F. S.*	28,829
Anthony Colby, *W.*	21,109	Jared W. Williams, *D.*	32,245
Jared W. Williams, *D.*	30,806		

Jared Warner Williams—Jared Warner Williams, twenty-third Governor of New Hampshire, was born at West Woodstock, Connecticut, December 22, 1796, descendant of Robert Williams, who settled at Roxbury, Massachusetts, in 1637. He was graduated at Brown University in 1818, studied law at Litchfield, Connecticut, and settled at Lancaster, New Hampshire, to practice his profession.

He represented the town in the Legislature in 1830-31; was register of probate in 1832-37; entered the State Senate in 1833, and was its president in 1834-35. In 1835-36 he served again in the Lower House. His next election was to Congress from September 4, 1837, to March 3, 1841. In 1852 he was made a judge of probate. The death of Charles G. Atherton, in 1853, left a vacancy in the United States Senate, which was

filled by the election of Judge Williams. The latter took his seat December 12, 1853, and remained until March 3, 1855. In 1864 he was a delegate to the Chicago convention. Governor Williams died at Lancaster, September 29, 1864.

Visit of President Polk in 1847—In 1847 the Legislature invited President Polk to visit the State. A special train took him from Boston to Concord and he was greeted by a huge throng at Manchester, where the train stopped at Stark Park, one mile north of Manchester City Hall, where a statue has been erected to Gen. John Stark. At Concord he was escorted by the Stark guards and the Concord light infantry and the reception committee, which included seven Governors, including Governor Williams. The President made several speeches at Concord, Exeter, Newmarket and Dover, as well as an address to the State Legislature.

Administration of Governor Samuel Dinsmoor—In 1849 the Democratic party nominated and elected Samuel Dinsmoor, a son of the previous Governor by the same name, and he was reëlected Chief Executive in the two subsequent years. In his third election in 1851, there was no choice by the people, and he was elected by the Legislature. The vote:

1849.	
Whole vote	56,033
Scattering	117
Nathaniel S. Berry, *F. S.*	7,045
Levi Chamberlain, *W.*	18,764
Samuel Dinsmoor, Jr., *D.*	30,107
1850.	
Whole vote	55,789
Scattering	54
Nathaniel S. Berry, *F. S.*	6,472
Levi Chamberlain, *W.*	18,512
Samuel Dinsmoor, Jr., *D.*	30,751
1851.	
Whole vote	58,111
Requisite for choice	29,056
Scattering	179
John Atwood, *F. S.*	12,049
Thomas E. Sawyer, *W.*	18,458
Samuel Dinsmoor, Jr., *D.*	27,425

Samuel Dinsmoor—Samuel Dinsmoor, twenty-fourth Governor of New Hampshire, was born at Keene, May 8, 1799, eldest son of Governor Samuel and Mary (Reid) Dinsmoor. He was so precocious that at the age of 10 he was fitted to enter college, but was held back for a year, and then was matriculated at Dartmouth, where in 1814 he was graduated. After reading law under his father he was admitted to the bar in 1818, and began practice in his native town, but in 1819 left it for a time, accompanying Gen. James Miller to Arkansas Territory, of which the latter had been appointed Governor. Later he was sent to Paris to obtain property left by his mother's brother, a wealthy banker, and while abroad attained great proficiency in the French language. On the visit to New Hampshire of General Lafayette, Mr. Dinsmoor was one of two commissioners appointed to receive him at the State line and conduct him to Concord. He became cashier of the Ashuelot Bank, at Keene, on its organization, retained the position for many years, and was afterwards president.

Elected Governor on the Democratic ticket in 1849, he served for three terms, to the general satisfaction of the people at large, declining

a second reëlection, which was, however, later forced upon him. His messages to the Legislature were marked by a courtesy that was a distinguished characteristic of the man. Governor Dinsmoor died at Keene, February 24, 1869.

New Members of Congress—In 1849 Senator Charles G. Atherton was succeeded by Moses Norris, Jr., who had been a member of the House of Representatives for four years, ending in 1847. Senator Norris served one term. The same year there were two new Congressmen, George W. Morrison, of Manchester, and Harry Hibbard, of Bath. In 1851 James Wilson, of Keene, was succeeded in Congress by the Rev. Jared Perkins, of Winchester, and in 1853 Amos Tuck, of Exeter, by Dr. George W. Kittridge, of Newmarket.

Fifth Constitutional Convention, 1850—So generally satisfactory had the operation of the Constitution become that for nearly 60 years since 1791 no further attempt was made for any change or amendment. Ten times, at intervals of about seven years, the sense of the voters of the State was taken pertaining to the advisability of calling a constitutional convention. The first nine times the propositions were emphatically voted down, but upon the tenth, by a nearly two to one vote, such a convention was called.

The popular vote on calling a constitutional convention on each of the occasions on which the Legislature voted to have such a referendum was as follows:

REFERENDA ON CONVENTIONS

DATE OF ACT	Total	Yea	Nay
1799, December 13	6,724	2,478	4,246
1806, June 11	12,625	1,722	10,903
1813, June 24	.....	.....	.....
1820, December 13	16,260	2,407	13,853
1833, January 5	16,441	4,623	11,818
1833, July 6	18,156	5,973	12,183
1837, July 1	19,651	2,821	16,830
1844, June 19	31,849	10,855	20,994
1846, July 10	16,998	4,583	12,415
1849, July 7	43,359	28,877	14,482

Proposed Constitutional Changes—Upon this vote the fifth constitutional convention assembled at Concord, November 6, 1850, and remained in session until November 22, and sat again from December 3, 1850, to January 3, 1851.

The convention was presided over by one who was destined to be elevated within the next two years to the highest position in the land and not subordinate to any in the world. A man of many accomplishments, charming personality and great ability was selected, thus placing the presidency of the convention upon an elevated standard. With Franklin Pierce as president was selected as secretary, Thomas J. Whipple, whose fame as a wit and brilliancy as a lawyer has come down to us.

Guided by such illustrious officers and composed of a membership representative of great ability and wide experience in public affairs of the State, it might be expected that after a careful and rather protracted consideration, that the recommendations would be such as to be accepted and ratified by the people. Astounding as it may appear, not one of the 15 questions was answered in the affirmative.

The proposed amendments considered included an increase in the membership of the Senate from 12 to 30; abolition of the Executive Council; creating the office of Lieutenant Governor; biennial instead of annual elections and legislative sessions; abolition of the religious tests and property qualifications for public office; provisions for the amendments to the Constitution by the Legislature as well as the convention method; election by popular vote of judges, the Attorney-General and the Railroad Commission; and the decision of elections by plurality instead of majority methods.

Amendments Rejected—The convention reassembled April 16, 1851, and canvassed the vote and found that every amendment had been rejected. This was a remarkable result when one considers the leadership of Franklin Pierce, the eminence of a large number of the delegates, the fact that the Constitution had not been changed for 58 years, the great religious, economic and social changes that had taken place in New Hampshire during that long period and the deliberation with which the convention performed its duties. Governor Dinsmoor, in his message to the Legislature the following summer, made this comment:

> The popular reception of the amendments proposed by the convention to revise the constitution is a remarkable incident in our history. Considering the character of that very respectable body, composed, as it is known to have been, of the most able and distinguished representatives of the various classes, occupations, and interests in the state, and enjoying, perhaps, in as high a degree as any former political assembly in New Hampshire, the confidence of their constituents, it was not to have been anticipated that they would be so unfortunate in apprehending the wishes of the people as to fail in securing their acceptance of even one of the numerous amendments submitted for their approval.
>
> It is apparent from this decisive expression of the popular will that the present constitution is, in the main, entirely satisfactory to a large majority of the people; that the alterations demanded by them are few and obvious, and that they neither contemplated nor desired the extensive and radical changes proposed by the convention. This result also inculcates the instructive lesson, which may be useful for our guidance hereafter, that no material or important amendments to the constitution can be expected to find acceptance with the people which are anything more than declaratory of their known sentiments, and that it is always unsafe to assume a knowledge of their opinions when they have not been distinctly pronounced. It would be an error to suppose that all the labor and expense bestowed on this unsuccessful attempt to improve the constitution has been entirely lost. An occasional examination and discussion of the principles and forms of the fundamental law are not without their use, if they serve no other purpose than to bring more clearly to view the great merits of our old and well-tried constitution, and to give the people another opportunity to reaffirm their strong and unabated attachment to it.

Amendments resubmitted—The convention reassembled April 16, 1851, after the rejection of every amendment, and decided to resubmit three proposals that had been rejected; those to abolish religious tests for office; to abolish the property qualification for office and to provide a new mode of amending the Constitution. These three amendments were submitted to the people at the annual town meetings in March, 1852, the following year. At this election, one and only one was adopted, the second; elimination from the Constitution of a required property qualification to hold office. It will be seen that nearly all of the proposed amendments rejected by the people at this time were again introduced in subsequent conventions, many to be accepted and become a part of the fundamental law of the State, others to appear again and again in conventions, only to be rejected.

Administration of Governor Noah Martin—In 1852 and 1853 Dr. Noah Martin, of Epsom, the regular Democratic candidate, was elected Governor by large majorities. The Whig party was breaking up, the Independent Democratic party was a small force, and the Free Soil party was making but little headway. There were four political parties opposed to the Democratic party and in 1853 a convention was held at Exeter to consolidate these factions. At this convention Amos Tuck proposed that all four of the parties drop their present names and adopt the name of the Republican name, to which everybody agreed. This was the first time that the Republican name was ever used in the United States as belonging to what is now the present Republican party. It was a revival of the old party name used by Jefferson and Madison.

Two months after the Exeter convention, an account of it was related to Horace Greeley, who was spending his vacation in his native town of Amherst, and a letter from Mr. Greeley telling about the suggestion for a Republican party was published in the Genesee "Valley Free Press" in New York, which was the first Republican newspaper. The vote for Governor in 1852 and 1853 was as follows:

1852.		1853.	
Whole vote	60,405	Whole vote	56,566
Scattering	269	Scattering	47
John Atwood, *F. S.*	9,497	John H. White, *F. S.*	7,995
Thomas E. Sawyer, *W.*	19,857	James Bell, W.	17,590
Noah Martin, *D.*	30,800	Noah Martin, *D.*	30,934

Noah Martin—Noah Martin, twenty-fifth Governor of New Hampshire, was born at Epsom, July 26, 1801. His ancestors on both sides were of Scotch-Irish extraction, and settled in Londonderry. His father served in the Revolutionary War. He was educated at a district school, and later under the tuition of Rev. Jonathan Curtis, of Epsom, and completed his classical course at Pembroke Academy, of which the venerable Father Vose was then principal.

Choosing medicine as his profession, he began his studies under Dr.

G. Pillsbury, of Pembroke, continued them with Dr. Graves, of Deerfield, and then entered the Medical School at Dartmouth, where he was graduated in 1824. He was in partnership with Dr. Graves, of Deerfield, for the ensuing year, and in 1825 located at Great Falls, where he spent nine years. He removed to Dover in 1834, where he spent the remaining years of his life.

He was a Representative to the State Legislature from Somersworth, in 1830, and from Dover, in 1837, where he was chairman of the Committee on the State Prison. He sat in the Senate, 1835-36. He was elected Governor of the State in 1852 and 1853, on the Democratic ticket.

He proposed the formation of an agricultural commission, and he urged the introduction of agriculture as a branch of education in the schools. He was one of the founders of the Dover Medical Association, and its first president in 1849; reëlected president 1850. In 1849 he was a delegate from the New Hampshire Medical Society to examine the medical students at Dartmouth College, and delivered an address to the graduating class. He was president of the Strafford County Savings Bank at Dover, 1844-52, when he resigned; a director of the Dover Bank, 1847-55; a director of the Strafford Bank, 1860-63. He was president of the Dover Library, 1851-53, and a trustee of the New Hampshire House of Reformation for Juvenile Offenders, 1855. He was a charter member of the New Hampshire State Agricultural Society, and its vice-president in 1851. He died at Dover, May 28, 1863.

New Hampshire's Only President—At the Presidential election of 1852 New Hampshire had the honor of furnishing its first and only President of the United States, Franklin Pierce. He carried all but four States, Massachusets, Vermont, Kentucky and Tennessee, and came the nearest to being unanimously elected in the Electoral College of any President except Washington and Monroe. The vote of New Hampshire was:

1852.

Franklin Pierce, Democrat (elected)	28,884
Winfield Scott, Whig	15,540
John P. Hale, Free Soil	6,568

ELECTORS—Henry Hubbard, Samuel Jones, Jabez A. Douglass, Samuel Webster, Nathaniel B. Baker.

Career of Franklin Pierce—Franklin Pierce, fourteenth President of the United States, was born in Hillsborough, November 23, 1804. General Pierce descended from Gen. Benjamin Pierce, who was one of the early settlers of Hillsborough, though born in what is now known as Lowell, Massachusetts, in 1757. He fought throughout the Revolutionary War, rose to the rank of captain, and received his honorable discharge at West Point in 1784. In 1789, after 12 succeeding years, he was a member of the State Legislature. In the meantime he had always felt keenly the disadvantages of a defective education, and he determined

that his son should have a more agreeable and satisfactory experience. Young Franklin Pierce, accordingly, was sent to the academy at Hancock, and afterward to that of Francestown, to prepare for college.

At the age of 16 he entered Bowdoin College, from which he was graduated in 1824. He chose the law as a profession, and studied in the office of Judge Woodbury, of Portsmouth, and afterward for two years at the law school in Northampton, Massachusetts, and in the office of Judge Parker, at Amherst. In 1827 he was admitted to the bar and began to practice at Hillsborough. He was for a long time unsuccessful, though he did eventually reach a position of eminence at the bar.

The same year, 1827, in which he began to practice, his father was elected Governor of New Hampshire, and two years later Franklin Pierce was elected to the State Legislature from his native town. He held this position for four successive years, and in the two latter was Speaker of the House. His experience in the New Hampshire Legislature gave him clearness and accuracy of judgment and perception, and general ability as a presiding officer. He was considered a rising man, and in 1833 was elected a member of Congress. Here he was appointed on important committees and did a large share of the drudgery of the committee rooms.

Franklin Pierce as a Statesman—In the meantime a sincere friendship existed between President Jackson and Mr. Pierce. The latter remained in the House of Representatives four years, and in 1837 was elected to the Senate, where he found himself among such eminent men as Calhoun, Webster, Clay, Silas Wright, Levi Woodbury, James Buchanan, and many others. He did very little speaking until 1840, when the subject of pension claimants being up, and Mr. Pierce having in committee thoroughly acquainted himself with the subject, he delivered a speech which was highly applauded and recognized as covering the subject with a proper sense of justice as well as sympathy. There were times when Mr. Pierce rose in his speeches and addresses to a very high pitch of eloquence, while his thorough education and wide reading had so filled his mind that he was never at a loss for a happy illustration. As an illustration of this, the following quotation may be given of a speech which he made in the Senate, in reply to the plea of "State necessity" made by the opposition or Whig party as a reason for their wholesale turning out of officials on account of political opinion. Of this plea of "State necessity" he said:

"It was the plea of the austere and ambitious Strafford in the days of Charles I; it filled the Bastile of France and lent its sanction to the terrible atrocities perpetrated there. It was this plea which snatched the mild, eloquent and patriotic Camille Desmoulins from his young and beautiful wife and hurried him to the guillotine, with thousands of others equally unoffending and innocent. It was upon this plea the greatest of generals, if not men—you cannot mistake me, I mean him the presence

of whose very ashes within the past few months sufficed to stir the hearts of a continent—it was upon this plea that he abjured the noble wife who had thrown light and gladness around his humbler days, and by her own lofty energies and high intellect had encouraged his aspirations. It was upon this plea that he committed that worst and most fatal act of his eventful life. Upon this plea, too, he drew around his person the imperial toga. It has in all times, in every age, been the foe of liberty and the indispensable stay of usurpation." He referred to Napoleon.

Pierce's Military and Political Record—Mr. Pierce retired from the United States Senate in 1842 and settled in Concord, where he resumed his legal practice. In 1844 he was offered the appointment of United States Senator, but he declined it. He also declined the nomination of the Democratic Convention for Governor, and in 1846 the post of Attorney-General of the United States, offered him by President Polk. In view of all this, it was a remarkable thing that on the outbreak of the Mexican War, Mr. Pierce should have entered the army, enlisting as a private in the ranks of a company which was being raised in Concord. He received the appointment of colonel of the 9th Regiment, and soon after, in March, 1847, he was commissioned as brigadier-general in the army. On June 27 of the same year General Pierce arrived at Vera Cruz, disembarked his troops and began his march to join General Scott. It was shortly after the arrival of these reinforcements that the latter began his movement on the city of Mexico. At the battle of Contreras, August 19, General Pierce was severely injured by the fall of his horse. He led his brigade, however, on the following day, but so great was the strain upon him that he fell and lay upon the field under the tremendous fire of Cherubusco until the enemy was routed and driven from the field. General Pierce remained in Mexico until the war was over, when he returned home, and in 1850 was elected President of the Constitutional Convention of New Hampshire.

On June 12, 1852, the Democratic National Convention, which met for the selection of their candidate for President of the United States, assembled at Baltimore. The nominating came to a deadlock, as 35 ballotings were held without resulting in the choice of any one of the prominent leaders before the convention. At the next ballot, the delegation from Virginia named Franklin Pierce. He continued to increase with every successive ballot until the forty-ninth, when his votes were 282, with 11 for all other candidates. General Pierce was elected by a large majority and entered upon his administration March 4, 1853, Mr. King, of Alabama, being elected Vice-President.

Franklin Pierce married Jane Means Appleton, one of the three daughters of the Rev. Jesse Appleton, pastor of the church at Hampton. Mr. Appleton was a trustee of Phillips Exeter Academy and in 1807 he became president of Bowdoin College, where Franklin Pierce was educated and

PRESIDENT PIERCE LEAVING THE EAGLE HOTEL IN CONCORD FOR WASHINGTON TO BE SWORN IN AS PRESIDENT
(From an old picture recently discovered by Ed. Chadbourne, of Concord)

from which he graduated in the class of 1824, ranking the third highest scholar in his class.

It was while he was at college that the future President fell in love with the daughter of Dr. Appleton and they were married in 1834, while Mr. Pierce was a member of Congress. They had one child and between the time of the father's election to the Presidency and his inauguration on March 4, 1853, this child died as a result of an accident. The mother was so affected by the tragedy that she was forced into retirement and did not participate in the social functions at the White House during President Pierce's administration. Her place was taken by Mary Kent, of Chester.

President Pierce's Administration—The administration of General Pierce was remarkable for its conflicts in regard to slavery, while there were numerous important interests which became a part of its history. In the first year of his administration a corps of engineers was despatched by the government to explore a route for a Pacific railroad. The same year witnessed the settlement of the Mexican boundary dispute under the transaction known as the Gadsden purchase of territory, which afterward became known as Arizona. The same year was also signalized by the opening of intercourse between the United States and the hitherto exclusive Empire of Japan. The next year a commercial treaty was concluded between these two powers through the labors of Townsend Harris.

On July 14, 1853, the second World's Fair took place in the building known as the Crystal Palace, erected in New York for that purpose, and which was afterward destroyed by fire. During the first three years of the administration great public disturbance was caused by the filibustering expeditions into Central America undertaken by Gen. William Walker, "The Gray-eyed Man of Destiny." Although there was a falling off of these expeditions for a time, they were renewed and continued until 1860, on September 3 of which year Walker, having been captured, was court-martialed and shot. Difficulties with Cuba endangered the peaceful relation existing between the United States and Spain. It was during this period that James Buchanan, who had been appointed minister to England, in company with other Representatives of the United States abroad, met at Ostend in Belgium and prepared the instrument known as the Ostend Manifesto, which favored the purchase and annexation of Cuba by the United States, but nothing came of this act.

In 1854 the Kansas and Nebraska bill was debated in Congress and finally carried by the minority uniting with the Southern members and it was signed by President Pierce. This practically repealed the Missouri compromise and reopened the whole slavery question. There was terrible faction fighting in Kansas, where two rival governments were established as the result and Civil War ensued, lasting for nearly a year. In the latter part of 1856 President Pierce appointed John W. Geary, of

Pennsylvania, military governor of Kansas, whither he repaired with full powers to restore order by such means as might in his judgment be best calculated to accomplish this result. Fortunately he was successful in bringing about a condition of peace, but in the meantime the slavery agitation had extended into all parts of the Union, and the new Republican party brought forward John C. Fremont, of California, as the anti-slavery candidate for the Presidency, and although he was defeated and James Buchanan, the Democratic candidate, elected; the slavery question continued to disturb politics, the situation culminating in 1860 in the election of Mr. Lincoln and the outbreak of the War of the Rebellion.

On the expiration of Mr. Pierce's term of office he retired to private life at Concord. Perhaps the strongest of all his friendships was that with Nathaniel Hawthorne, who, when he was a candidate for the Presidency, wrote a life of Franklin Pierce, certainly one of the most graceful and beautiful tributes ever made by an author to his friend. They continued as close an association as was possible after Mr. Pierce's return to Concord, and were traveling together when Mr. Hawthorne died. During the remainder of the ex-President's life he suffered under the shadow of numerous domestic afflictions. He died at Concord, October 8, 1869.

Election of Governor N. B. Baker, 1854—In 1854 the Democratic majority of the State election was small, but sufficient to bring about the election of Nathaniel B. Baker, of Henniker, as Governor. The vote:

1854.			
Whole vote	57,931	Jared Perkins, *F. S.*	11,080
Scattering	122	James Bell, *W.*	16,941
		Nathaniel B. Baker, *D.*	29,788

Ex-Governor Williams Sent to Senate—In 1853 Senator John P. Hale, Free Soiler, was succeeded by Jared W. Williams, of Lancaster, who was the Democratic Governor in 1847 and 1848, and two years later he in turn was succeeded by John S. Wells, of Exeter. Mr. Wells was the Democratic candidate for Governor in 1856 and 1857.

Nathaniel Bradley Baker—Nathaniel Bradley Baker, twenty-sixth Governor of New Hampshire, was born in that part of Hillsboro now Henniker, September 29, 1818. His grandfather, Abel Baker, a native of Berlin, Massachusetts, removed to Concord, New Hampshire, in 1789, and built the first grist mill and first saw mill in that town.

Nathaniel Baker was educated at Phillips Exeter Academy and at Harvard, being graduated in 1839 in the same class with Edward Everett Hale; studied law in the office of Franklin Pierce, at Concord, and began practice there in 1842. In 1841-45 he was joint proprietor and editor of the "New Hampshire Patriot"; in 1845 was appointed clerk of the Court of Common Pleas, and in 1846 was appointed clerk of the Superior Court of Judicature of Merrimack County. He was a Representative in the Legislature in 1850-51, and speaker both years; was a Presidential elector

in 1852, on the Democratic ticket. He was one of the first trustees of the now famous St. Paul's School, Concord.

In 1856, the year after he left the Governor's chair, he removed to Clinton, Iowa, where he continued his law practice. In 1859-61 he served in the Iowa Legislature, and during the session of 1860, and the extra session of 1861, acted with the Republicans. In July, 1861, he was appointed adjutant-general of Iowa, and continued to hold that office until his death. He died at Des Moines, Iowa, September 11, 1876. The grave of Governor Baker is marked by a tall granite shaft, and the corners of the lot by four cannon, which bear marks of service in the Civil War.

Know-Nothing Party—The Republican party was founded in 1856. Its predecessor, the Whig party, expired as a National organization at the close of the Presidential campaign of 1852, when Franklin Pierce, New Hampshire's only President, was elected by such a large majority. But in New Hampshire the Whig party continued to exist for some years after its disappearance in the National arena.

The Whig party polled 17,590 votes in this State in 1853, and from that point it decreased to 2,360 in 1856. The Democrats had no trouble in carrying the State elections of 1853 and 1854, because the opposition was divided between the Whigs and the Free Soil party.

The hiatus between the death of the Whig party and the development of the Republican party was bridged in New Hampshire by the American party, which suddenly developed as an organization opposed to slavery. It was sometimes called the Know-Nothing party and its strength was so remarkable that leaders of both the Democratic and Whig parties were completely upset by it. Its origin was as a secret organization similar to the Ku Klux Klan and its principal purpose was to provide a means for the anti-slavery elements to express themselves. It provided the stepping stone for the organization of the Republican party, which did not take place until the campaign of 1856. The American party worked through lodges, known as Know-Nothing lodges, which were organized rapidly in all parts of the State. Not only were prominent Whigs and Free Soilers enrolled in its membership, but a scattering of prominent Democrats joined the ranks.

Ruel Durkee—In 1855 the Know-Nothing party held a convention at Manchester and nominated Ralph Metcalf for Governor. Metcalf had been a Democrat. The same convention nominated James Pike, of Newfields, Mason W. Tappan, of Bradford, and Aaron H. Cragin, of Lebanon, for Congress. Ruel Durkee, of Croydon, was one of the prominent members of the American party. His character is portrayed in one of Winston Churchill's novels.

He was an original person such as none but one of the rural New

Hampshire towns could produce. He had a large and ungainly figure and attracted attention on public occasions because he always wore a swallow-tailed coat and double waistcoat with a silk hat of ancient vintage and trousers that were built full at the bottom, such as those affected in recent years by college boys. His waistcoat was always buttoned up to his chin, no matter how hot the day was, and his principal mental characteristic was his homely and laconic method of speech. He was a man of few words. His maxim was: "Don't write, send," and he contributed very little to the support of the United States postoffice. There is a wide contrast between Ruel Durkee and the politicians of the present generation, who measure their prospects of success by their inclination and ability to flood the mails the week before election with printed appeals to the voters.

Administration of Governor Ralph Metcalf—At the election Metcalf had 32,769 votes; Nathaniel B. Baker, who was the Democratic Governor running for the customary reëlection, had 27,055, and Judge James Bell, who was making his third consecutive campaign for the Governorship as the Whig candidate, had 3,436. Metcalf's vote was so large that he had a clear majority and was elected by the people, carrying with him all candidates for Congress and an overwhelming majority in the Legislature. Among the prominent members of the Legislature were: Edward H. Rollins, of Concord; Daniel Clark, of Manchester; Jacob Benton, of Lancaster; Mason W. Tappan, of Bradford; Bainbridge Wadleigh, of Milford; Thomas L. Tullock, of Portsmouth; William H. Gove, of Weare, all representing the Know-Nothing party; and such men as John G. Sinclair, of Bethlehem, representing the minority. John J. Prentiss, of Keene, was elected speaker of the House. Four members of this Legislature were afterward elected to Congress: Rollins, Tappan, Benton and Thomas M. Edwards, of Keene. Three became United States Senators: Clark, Rollins and Wadleigh, and William Haile, a State Senator, afterward became Governor.

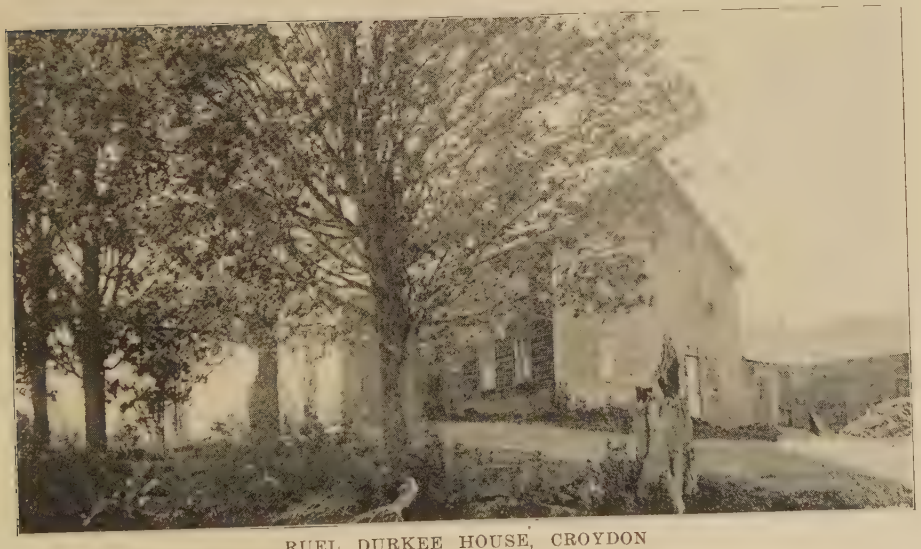
The Legislature devoted itself to removing Democrats from office by the constitutional process of "address." It also redistricted the State in the Senatorial districts in order to shear the Democratic party of its power and a large amount of political legislation was enacted.

Even before the Legislature adjourned the campaign was started for the next election. John P. Hale and Judge James Bell were elected United States Senators. Franklin Pierce was in the White House at that time and his friends were hoping that he would be renominated by the Democratic party. The March election in 1856 was the first State election in the country in the Presidential year and everyone considered it would have an important bearing on the Presidential campaign of 1856.

Ralph Metcalf—Ralph Metcalf, twenty-seventh Governor of New Hampshire, was born at Charlestown, November 21, 1798. Ralph worked

BAKER MEMORIAL CHURCH, CONCORD

NORTH CONGREGATIONAL CHURCH, CONCORD



RUEL DURKEE HOUSE, CROYDON

on the farm until he was 23 years of age, and then, owing to lameness, was obliged to take up a less active kind of life and decided to be a professional man. His father, whose means were small, contrived to give him $100, and the young man, after studying in the academy at Chester, Vermont, entered Dartmouth in 1819; he left in 1821 to accept a professorship in the Literary Scientific and Military Academy at Norwich, Vermont, but in 1822 rejoined his class and in 1823 was graduated. With the exception of three weeks which were spent at Concord in studying law and in editing the "New Hampshire Patriot," during the absence of its proprietor, he lived at Charlestown for two years, continuing his law studies in the office of Henry Hubbard, subsequently Governor. Claremont became his place of residence in 1825, and there he read law under Hon. George B. Upham; in 1826 he was admitted to the bar and until 1828 practiced at Newport; then became a partner of Judge Waterman, at Binghamton, New York.

Dissatisfied with his prospects, Metcalf returned to New Hampshire, in 1830, and lived at Claremont until June, 1831, at which time he became Secretary of State, and again removed to Concord. In 1835 George Thompson, the English anti-slavery lecturer, visited Concord and Metcalf was one of the citizens who formally met to denounce him as "a foreign emissary" who was assailing the institutions of the country. During his secretaryship, which was held for five years, Metcalf declined the attorney-generalship. In 1838-40 he was a clerk in the Treasury Department in Washington, then after a residence at Plymouth, he, in 1841, opened an office at Newport. He was register of probate for Sullivan County in 1845-51; chairman of the committee to compile the State laws in 1850; represented Newport in the Legislature in 1852 and 1853. The Know-Nothing party nominated him as its candidate for the Governorship in 1855, and he received 32,769 votes out of a total of 64,690. Governor Metcalf died at Claremont, August 26, 1858.

Prohibitory Law Passed, 1855—In 1855 the Legislature, upon recommendation of Governor Metcalf, passed a prohibitory law to stop the sale of intoxicating liquor. Maine had previously passed such a law. The next year, after the law had been in effect one year, Governor Metcalf told the Legislature that "In many towns the sale of intoxicating liquors is wholly abandoned. I am not aware that there is a city or town in the State where liquors are openly sold."

American Party in Power—The attention of the entire country was directed, in 1856, toward New Hampshire, and both the Democrats and the American party, soon to change its name to the Republican party, lined up for a political struggle. Francis B. Peabody, of Concord, became chairman of the Democratic State Committee and John S. Wells was the nominee for Governor. At the election Governor Metcalf was reëlected with 32,119 votes against 32,031 for Wells and 2,360 for Ichabod Good-

win, the Whig candidate. Although Goodwin's vote was small, it was sufficient to prevent any choice by the people and three years later Mr. Goodwin was elected Governor on the Republican ticket.

The American party had a majority in the Legislature and reëlected Governor Metcalf. John J. Prentiss, of Keene, speaker of the House, was defeated for reëlection by Edward H. Rollins, of Concord, who was then 31 years old and destined to be the most prominent Republican leader for the generation to follow.

As soon as the Legislature was in session, preparations were laid for the National conventions, the first of which was held at Pittsburg, February 22, 1856, and George G. Fogg, editor of the "Independent Democrat," was the delegate from New Hampshire. This convention was made up of men of various parties who were opposed to slavery. It was the forerunner of another convention, which met at Philadelphia, June 17, 1856, and nominated John C. Fremont for President as the first candidate of the Republican party. Mr. Fogg became the New Hampshire member of the National Republican Committee. Ten years later he became United States Senator.

Fremont's Campaign of 1856—The nomination of Fremont was ratified in New Hampshire at a Republican State Convention, the first ever held in this State, on June 10, 1856. The delegates at large from New Hampshire to the Philadelphia Convention were: Amos Tuck, of Exeter; William F. Weed, of Sandwich; Daniel Clark, of Manchester; Benjamin Pettingill, of Salisbury; Levi Chamberlain, of Keene, and Daniel Blaisdell, of Hanover. The first Fremont Club was organized at Concord June 19, with Edward H. Rollins as its president. Practically all of the members of the American party joined the organization and went over into the Republican party, although the name Republican was not in use for several months. Its first use in this State appears to have been made by the Democrats as a term of reproach, usually with the adjective "black" before the word Republican.

The first Republican State Committee was appointed with Mr. Rollins as chairman and Sylvester Dana, of Concord, as secretary. Dana was judge of the Concord Police Court. The members of the Republican organization were men who had been Know-Nothings, Whigs and Free Soilers. John P. George, of Concord, was chairman of the Democratic State Committee. At the election Fremont carried the State by 5,556 majority over James Buchanan, the Democratic candidate, but Buchanan was elected.

The popular vote was:

John C. Fremont, Republican (defeated)	37,591
James Buchanan, Democrat (elected)	31,889

ELECTORS—William H. H. Bailey, Thomas L. Whitton, Daniel Clark, Thomas M. Edwards, John H. White.

Political Campaign Expenses—The present discussion of the methods of financing political campaigns could hardly be more frank than those in vogue at the time the Republican party was founded in 1856. In that campaign, the "Republican Statesman," which was the official organ of the party, published an editorial addressed to Republican officeholders, in which the following appeal was made:

"There are now a good many men holding office in New Hampshire whose tenure depends entirely upon the continuance of the Republican party in power. They have, therefore, an important stake in the approaching election, and, as the men within New Hampshire who will hold positions under the Federal government are at work to overthrow the Republicans, it is the duty of officeholders under the State government to do all in their power to thwart them. The enemy is quietly but diligently at work. The inmates of the custom houses of Boston and Portsmouth are entertaining strong hope that New Hampshire is about to go over to the black Democracy. A year ago Hopkinton, in this county, and other towns were carried by emissaries and money from the Boston custom house."

"Probably these United States government officeholders will soon be prowling over the State attending to the closely balanced towns. It is, therefore, right that the Republican officeholders should meet them in their own mode of warfare."

Political campaigns in those days were conducted in the most economical manner. The rank and file of voters were more enthusiastic than they are today. Political workers did the work assigned to them usually without compensation and often without expense money. They devoted days and nights to canvassing the voters. They rode miles in all kinds of weather to get information, attend conventions and rallies and to get out the vote. If they employed help, they gave a preference to voters of their own political party.

In each town there were usually two stores, one a Republican store and one a Democratic store. Patronage at those stores was usually divided along party lines, the Republicans trading at the Republican store and the Democrats at the Democratic store. The country store and tavern were places frequented by active politicians and evenings were spent in political discussion. These discussions as well as the newspapers of the day were intensely partisan. They published nothing that reflected on their own party unless it was a garbled quotation to be branded as false or shown up as inconsistent. People read the newspapers of their own party. Nobody read the opposition except a few leaders who looked for loopholes in the enemies' arguments. No respectable household would allow the "lying sheet" of the opposition party.

Even the boys received an early baptism into New Hampshire politics. They were taken to political rallies and assigned to work which their elders could safely entrust to them. The women, too, had the spirit

of politics and entered with enthusiasm into campaigns. Their work was to prepare suppers for political rallies and chicken dinners for town meetings.

The party committees had to have funds to get voters home, employ speakers, etc. These expenses were not as large as they are now, but there was more difficulty in raising them. Most of the money came from assessments on officeholders and candidates for offices.

Salaries were lower than they are now. The Governor received $1,000 a year, the Secretary of State $800, the State Treasurer $600, the Chief Justice of the Supreme Court $2,000, and David Cross, Judge of Probate of Hillsborough County, received a salary of $425 a year. Members of Congress and United States Senators received $3,000.

How Public Officials Were "Assessed"—On January 7, 1858, the Republican State Committee voted "that the list of uncollected assessments upon officeholders be forwarded to the county committees for collection:

"That the New Hampshire delegation in Congress be assessed $500 toward the expenses of the campaign, reserving to the committee the right to call upon the delegation for $500 additional, if needed."

There were five members of the delegation at that time and the assessment was $100 each, but some difficulty was encountered in getting even this small sum. John P. Hale and Daniel Clark, United States Senators, and the three members of Congress sent only $50 each, and on February 10 the committee voted "to instruct the members of the House of Representatives in Congress to forward $50 each to the treasurer of the committee, being the amount still unpaid of their assessment voted January 7, 1858."

This second demand of the Republican State Committee was not honored at Washington and in November the committee voted "that the Congressmen, including Senators already elected and Representatives hereafter to be elected, be assessed $200 each."

It was hard work getting money out of the Congressmen for State campaign expenses, as they probably felt that this did not directly concern them. The records show that on January 3, 1860, it was voted "that Mason W. Tappan, member of Congress, pay $100 due from him on his assessment."

At a meeting of the State Committee, January 20, 1859, a Finance Committee was elected and a basis of assessment for State and county officers was laid out. Senators were assessed $150 each, Representatives in Congress $100, and candidates for each office $200. It was also voted "that the secretary be authorized and instructed to write the Republican members of the bench and request $50 each, also to write Governor Haile and Attorney-General John Sullivan for aid, without naming the amount."

It was voted "that the matter of assessing the State liquor agent at

Boston be left to the discretion of the officers of the committee." It was voted "that the matter of campaign newspapers be referred to the county committees with instructions to subscribe for as many as they see fit and to raise and pay to newspapers all they can."

County solicitors, for instance, had an annual salary of about $30 in those days and the assessment for the campaign was $5 each.

The money that was raised by the State Committee was parceled out among the towns, usually $20 or $30 to a town. The closer the town was, the more its allotment. Judges on the bench usually responded to their assessment, but it is recorded that Ira Perley, Chief Justice of the Supreme Court, wrote a vigorous protest to a call made upon the court for political contributions, but in his letter he commended the work of the committee and expressed his deep interest in the cause. It is related that some years later, another Chief Justice of the New Hampshire Court protested, as a matter of principle, against contributing to a political party and then quietly handed in his contribution through a third party.

Election of Governor William Haile—In 1857 the Democrats again nominated John S. Wells, of Exeter, for Governor, and their candidates for Congress were: George W. Kittredge, of Newmarket; George W. Morrison, of Manchester, and William P. Wheeler, of Keene. The Republican party was much stronger in the State, notwithstanding that the Democrats had carried the Nation and even before the election of 1857, the Democrats recognized the probability of defeat. At a meeting of the Democratic State Committee, it was voted to recommend Mr. Wells for a position in Buchanan's cabinet, thus indicating that they did not expect he would be elected Governor.

The Republican Convention, although the name Republican had not yet been officially used, met at Concord January 8, 1857, and Amos Tuck, of Exeter, was made president of the convention. There were several candidates for Governor, but a contest developed between Ichabod Goodwin, of Portsmouth, and William Haile, of Hinsdale. Goodwin had been the Whig candidate in 1856, while Haile had been prominent as a member of the Legislature. On the first ballot Goodwin had 181, Haile had 130, and there were 136 scattering votes for 17 other candidates. The majority of the convention was opposed to Goodwin because of his prominence in the Whig party and on the third ballot Haile was nominated.

A Republican State Committee was organized and one of its members was William E. Chandler, who was then 21 years old. At the election, Haile received 34,216 and Wells had 31,214, and Haile was elected by popular vote. When the Legislature met, Rollins was reëlected speaker and committee chairmanships in the House of Representatives were given to such men as Napoleon B. Bryant, of Concord; Henry A. Bellows, of Concord; James M. Lovering, of Exeter; Jacob H. Ela, of

Rochester; William H. Y. Hackett, of Portsmouth, and Frederick Smyth, of Manchester. Ezekiel A. Straw, of Manchester, and James F. Briggs, of Hillsborough, were also members of the Legislature, Briggs being then a Democrat, afterward a Republican. Smyth and Straw later became Governors.

William Haile—William Haile, twenty-eighth Governor of New Hampshire, was born at Putney, Vermont, May, 1807. When he was 14 years of age the family moved to Chesterfield, New Hampshire, and not long after that he became a member of the family of Ezekiel Pierce, Sr. After teaching for two years, he, in 1823, entered Mr. Pierce's store as a clerk; but five years later borrowed a small sum and opened a store of his own at Centre Village. His attention having been called to the abundant water power at Hinsdale, he became convinced that the place was destined to become an important one, and removing thither about 1835, continued merchandizing until 1846, when he engaged in the lumber business. In 1849 the firm of Haile & Todd, manufacturers of cashmerettes, was formed; later the style became Haile, Frost & Co.

He represented Hinsdale in the Legislature 1846-54 (two years excepted); sat in the State Senate in 1854-55, and was president the latter year; and in 1856 again entered the Legislature, and in that year was elected Governor. In 1873 Governor Haile removed to Keene, and was occupied with business there until his death at Keene, July 22, 1876.

Daniel Clark Elected Senator—James Bell, who had been elected United States Senator when the American party came into power, died on May 26, 1856, and the Republicans nominated Daniel Clark, of Manchester, to succeed him. Mr. Clark had been a prominent candidate for Senator in 1855 when Hale and Bell were chosen. He was elected Senator and served 10 years and became president *pro tem* of the Senate in 1866, this office carrying with it the succession to the presidency on the death or removal of both the President and Vice-President. After retiring from the Senate, he became district judge for New Hampshire and served until his death. He was also president of the Constitutional Convention of 1876.

John P. Hale's Oratory—Hale was a great orator and debated the slavery question with Franklin Pierce in a manner which gave him National prominence. He had been in public life since 1834, when Andrew Jackson appointed him district attorney for New Hampshire. He was then a member of the Democratic party and in 1843 was elected Congressman as a Democrat. He worked against the Democratic party on the slavery question and an Anti-Democratic Legislature, in 1847, elected him Senator. He was one of the first anti-slavery Senators and for years stood almost alone on this question. In 1852 he was a candidate of the Liberal party for President and then served 10 years in the Senate,

after which, in 1865, he became minister to Spain. His memory is preserved in part by a statue in the State House yard at Concord.

Ousting of Sheriff Rixford—The Legislature of 1857 removed by address William H. Rixford, high sheriff of Merrimack County and appointed in his place Nehemiah G. Ordway. Ordway had been doorkeeper of the House of Representatives in 1855 and later become city marshal of Concord and sergeant-at-arms of the House of Representatives at Washington. From that position he came to the Legislature again as a member in 1875 and was afterward appointed Governor of the territory of Dakota. He became associated with Edward H. Rollins and William E. Chandler as one of the three leaders of the Republican party for a great many years.

In 1858 the Republican State Convention met at Concord on January 7 and renominated Governor Haile by acclamation. The president of the convention was Anthony Colby and the platform was reported by Amos Tuck. Edward H. Rollins was reëlected chairman of the State Committee and William E. Chandler secretary.

Reëlection of Governor Haile, 1858—The Democrats nominated Asa P. Cate, of Northfield, for Governor at a convention held at Concord June 10, 1857, while the Legislature was in session. John M. Hill, of Concord, son of Isaac Hill, who had been Governor and United States Senator, was made chairman of the Democratic State Committee. Mr. Hill was publisher of the "New Hampshire Patriot," which his father had founded, and for many years was a leader in the Democratic party. In 1884 he was nominated for Governor himself and polled a good vote and in 1896 quit the Democratic party on account of Bryan.

The campaign brought on the stump such speakers as John H. George, John S. Wells, George A. Bingham, William T. Norris and George W. Morrison. The vote resulted in the reëlection of Governor Haile by 36,326 against the 31,679 for Cate.

State Industrial School—The Industrial School at Manchester was founded by the Legislature in 1855 as a "house of reformation for juvenile male and female offenders against the law." The original commissioners appointed in that year to select a site for the institution were Frederick Smyth of Manchester, Matthew Harvey of Concord and Hosea Eaton of New Ipswich.

The institution is situated two miles north of Manchester city hall on what was once the farm of General John Stark on the Merrimack River. In the beginning, 100 acres of land were purchased for $10,000 and soon afterward an additional 10 acres for $1,000. The building was begun in 1856 and completed in 1858 at a cost of $34,000, and the first superintendent of the school was Brooks Shattuck, who was in charge until 1866

when he was succeeded by Isaac H. Jones, who in turn was succeeded in 1870 by Edward Ingham. In 1874 he was succeeded by John C. Ray.

The name of the institution was changed from House of Reformation to Reform School in 1878, and in 1882 the name was changed to the Industrial School.

The management of the institution was formerly under a board of seven trustees appointed by the Governor and Council. The board has been changed several times during its existence and it now consists of five trustees appointed by the Governor and Council and ex officio, the Governor and one member of the Governor's Council, making a total of seven.

Legacies have been left to the institution by James M. Wilkins of Manchester, Moody Kent of Pembroke, Louisa Penhallow of Portsmouth, Frederick Smyth of Manchester and others. On December 20, 1865, an incendiary fire nearly destroyed the building and it was rebuilt by the insurance companies at a cost of about $20,000. During the rebuilding, some of the inmates of the institution were housed in the Stark house until it, too, was set on fire and consumed. In 1867 the Gamble estate was purchased, later the Brown's estate, and other land has been added from time to time. The Wilkins Home for Girls was built by a Legislative appropriation and recently the barn, which was destroyed by an incendiary fire, was rebuilt.

The Great Firemen's Muster—On September 15, 1859, the largest firemen's muster ever held in this State took place on Merrimack Common in the city of Manchester. The muster lasted three days and a parade took place of 53 visiting companies of firemen and 24 bands, of which J. T. P. Hunt, father of Judge Nathan P. Hunt, was chief marshal. The play was through a hoop on the liberty bowl, which was 209 feet high. First prize was won by the Alerts of Winchendon who played a stream 170 feet high. On the first night of the muster, there was a riot at the Manchester House, in which the windows were stoned and the bar room cleaned out.

First Cities Incorporated—The incorporation of towns and cities—The first city in New Hampshire to be chartered was Manchester in 1847. Three years later Portsmouth, the oldest town in the State, received a city charter in 1849. In 1852 the city of Nashua was organized by union of Nashua and Nashville. In 1855 Dover, the second oldest town in the State, was given a charter. The city contained about one-sixth of what was formerly the ancient township.

In 1855 a charter was given to Laconia, which had been known as Meredith Bridge. A sketch of each of these cities will be given in a subsequent chapter.

The towns incorporated during this period were Auburn, Dummer,

Rollinsford, Newfields, Madison, Clarkesville, Monroe, Belmont, and Webster.

Auburn Incorporated, 1845—Auburn was formerly a part of Chester and was known as the "West Parish" of that town. Its records begin in 1738, four years after the first minister, Rev. John Wilson, settled there. It was severed from Chester and incorporated as Auburn in 1845. Population, 652. It is 23 miles from Concord, 42 miles from Boston. Massabesic Lake, comprising about 1,500 acres, and the largest body of water in the county, furnishes the city of Manchester with its water supply. Lumbering is carried on extensively.

Dummer Incorporated, 1848—Dummer was granted in 1773 and incorporated in 1848, after petitions for and remonstrances against had been presented to the Legislature. Part of Stark was annexed to it in 1868. Population, 266.

Rollinsford Incorporated, 1849—Rollinsford was set off from Somersworth and incorporated in 1849 and named in honor of the Rollins family. The business part of the town is known as "Salmon Falls." Part of Rollinsford was annexed to Dover in 1879. Population, 1,701.

Newfields Incorporated, 1849—Newfields was originally a part of Exeter and later (1727) of Newmarket. It was one of the four local divisions of Newmarket, those divisions being Newfields, Lamprey River, Piscassic and the Plains. The name of the division known as Newfields was first given in 1681. At that time Edward Hilton, Jr., and his wife, Ann (Dudley) Hilton, sold to John Folsom, Jr., sixteen acres of land, bounded in part by the field of the senior Edward Hilton, commonly called Mr. Hilton's new field. In 1849 the two divisions, Newfield and Piscassic, were incorporated as a town and named "South Newmarket." In 1852 part of the town was annexed to Newmarket and in 1883 part of Newmarket was annexed to South Newmarket. Dr. John M. Brodhead of Washington, D. C., a native of Newfields, died in "South Newmarket" in 1880, and his will contained the following provision: "Ten thousand dollars to the town of South Newmarket, N. H., for the purpose of purchasing books for a town library, to be under the control of the selectmen, under the condition that the name of the town shall be legally changed to Newfields and so remain. On the same condition and for the same purpose I bequeath to said town my private library. Neither of these bequests shall take effect until the name of the town shall have been changed." The name was changed to Newfields in 1895. Population, 470.

Madison Incorporated, 1852—Madison was granted in 1760 as part of the town of Eaton to Clement March and 65 associates. In 1785 the first house was built by John Banfill. In 1852 Eaton was divided and the town of Madison incorporated out of one part and named in honor of James Madison, former President. Population, 482.

Clarksville Incorporated, 1853—Clarksville was settled in 1832 by Benjamin Clark and was known as "Dartmouth College Grant" until 1853, when the place was incorporated as Clarksville. The privilege of collecting the town taxes was sold to John Roby in 1832 for 12½ cents. Population, 410.

Monroe Incorporated, 1854—Monroe was set off from Lyman and incorporated in 1854, and comprised that part of Lyman west of Gardner's Mountain, the natural boundary today between the two towns. In 1897 part of Bath was annexed. Population, 356.

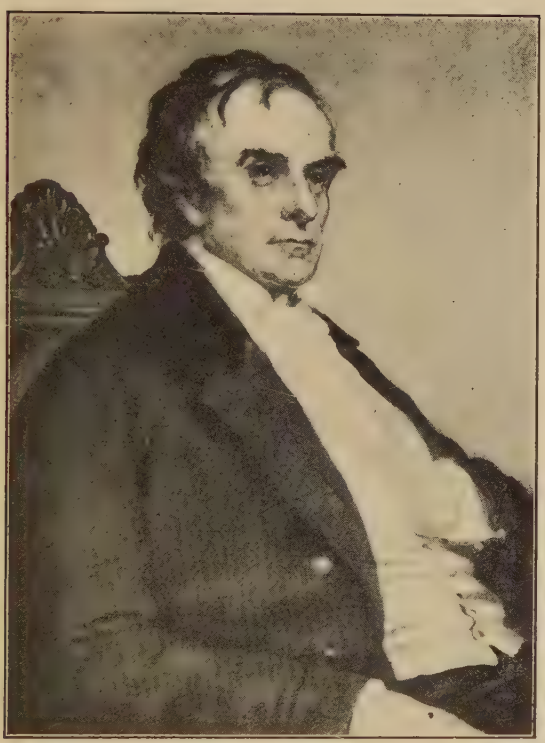
Belmont Incorporated, 1859—Belmont was a part of Gilmanton and in 1859 was incorporated as "Upper Gilmanton." Ten years later the name was changed to Belmont. Population, 1,194.

Webster Incorporated, 1860—Webster was set off from Boscawen and incorporated in 1860. It was named in honor of Daniel Webster. Population, 334.

Remarkable Career of Daniel Webster—The outstanding character during the period covered by the last two chapters, if not, indeed, in the entire history of this State, was Daniel Webster. Although a Massachusetts man in the sense that he represented that State in the Senate, Webster was born in New Hampshire and New Hampshire claims him for her own. When the Webster bust was unveiled in the Hall of Fame in New York City in 1926, it was in the New Hampshire space that the likeness was placed, and it is as a New Hampshire man that Webster is generally known in American history.

Webster's Birth and Parentage—Daniel Webster, Secretary of State of the United States, was born at Salisbury, January 18, 1782. His father was a man of sterling character, but limited means, who had served with credit during the French War, and at its close settled in that portion of the newly formed town of Salisbury, which is now known as Franklin. The place was then on the extreme border of civilization, and in a state of natural wildness; but by the labor of his own hands he soon converted it into a productive farm, capable of yielding a comfortable support to his family. On the breaking out of the Revolutionary War he took service as a private, but soon rose to the rank of major, in which capacity he especially distinguished himself at the battle of Bennington. Daniel Webster was his second son, and he was born while his father was still away from home with the army.

The early years of the son were spent upon his father's farm in that sparsely settled frontier settlement, where schools and competent teachers were as yet unknown. His earliest instruction was received from his mother, a woman of character and intelligence, but, the lad showing apt parts, and an avidity for knowledge, it was decided by his father to send



DANIEL WEBSTER

him to college, and he accordingly underwent about a year's preparation at the Exeter Academy, and under the tuition of the Rev. Samuel Wood in the adjoining town of Boscawen. Of his life at Exeter, his classmate, the late James H. Brigham, once wrote in a private letter: "He was then about fourteen; was attending to English grammar, arithmetic, etc.; always very prompt and correct in his recitations. He had an independent manner, rather careless in his dress and appearance, with an intelligent look; did not join much in the plays and amusements of the boys of his age but paid close attention to his studies."

At the age of 15 he entered Dartmouth College, prepared by a nine months' course of the English branches at Phillips Academy, and half a year's study of Latin and Greek under the Rev. Samuel Wood who gave him board and tuition for the moderate charge of $1.00 per week. Under this gentleman he made rapid progress in Latin, reading with great delight Virgil, the entire Aeneid and also the orations of Cicero.

His College Education—Throughout his life these continued to be his favorite authors, and the influence of their style and imagery is to be clearly traced in his published orations. His outfit for college was of a somewhat meagre description. Though now a lay judge in one of the New Hampshire courts, his father had to practice the most rigid economy to support his large family, and to give this one son the benefit of a liberal education. The consequence was that Daniel went to college clad in homespun, and this, with his rustic manners, brought upon him the ridicule of some of his classmates who happened to have more in their purses than in their heads.

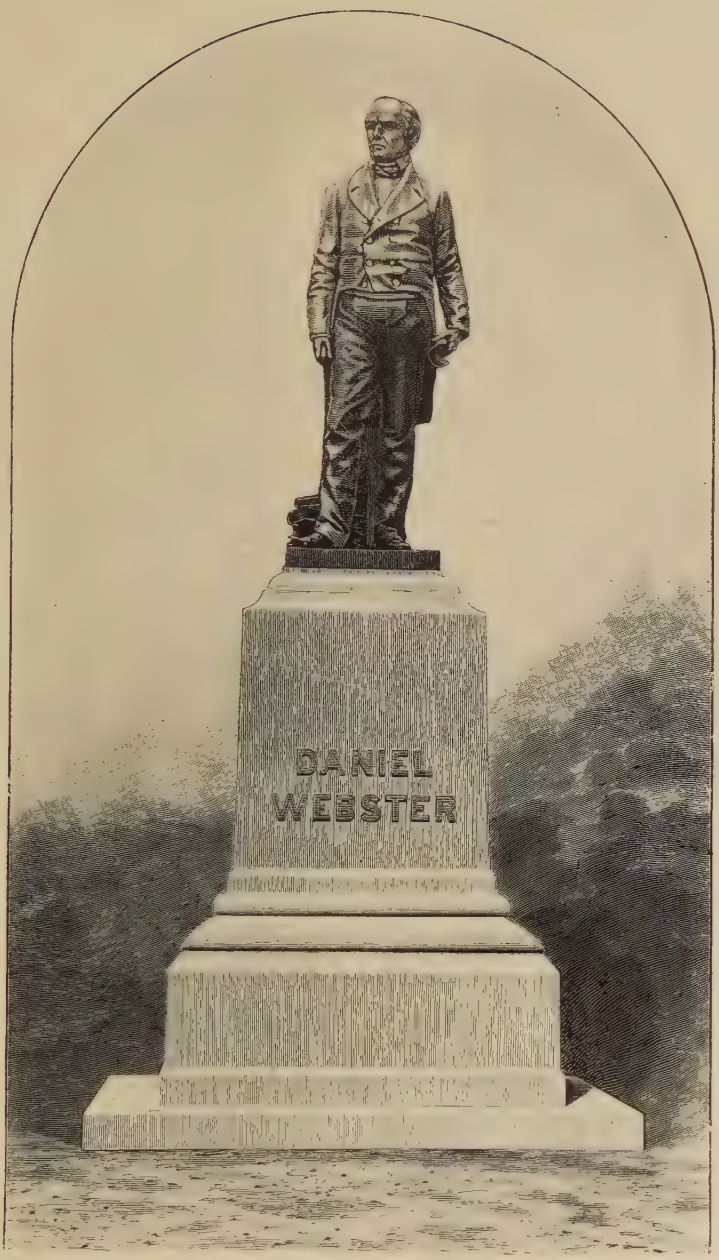
But his perseverance, punctuality and close attention to his studies soon won him the respect of his instructors. From the first he stood high in his class, and one of his classmates has written: "He was peculiarly industrious; he read more than any one of his classmates and remembered all. He was good in every branch of study, and as a writer and speaker he had no equal." Another has said: "He was not confined to small views and technicalities, but seemed to possess an intuitive knowledge of whatever subject he was considering, and often, I used to think, a more comprehensive view than his teacher."

He soon developed remarkable power as an extemporaneous speaker, and such was his reputation as an orator that in his eighteenth year he was selected by the villagers of Hanover to make their annual Fourth of July oration. The speech was delivered without notes of any kind, and was generally supposed to be extemporaneous, but his college-mates knew that it had been carefully written and committed to memory. His memory was peculiarly retentive. A classmate says of him: "By reading twenty or more pages of poetry twice over, I have heard him repeat their contents almost verbatim."

His ability as a writer and debater gave rise to the opinion while he was still in college, that he was an omnivorous reader. But he was not. He read few authors, but he selected them with great care, and read with fixed attention. He was no literary gourmand. He devoted very little time to works of fiction; his taste was for history, philosophy and general literature. In a letter to a friend, written just after his graduation, he says: "So much as I read I make my own. When a half hour, or an hour at most, has expired, I close my book and think it all over. If there is anything particularly interesting to me, either in sentiment or language, I endeavor to recall it and lay it up in my memory, and commonly can effect my object. Then if, in debate or conversation afterward, any subject came up on which I had read something, I could very easily talk, so far as my knowledge extended, and then I was very careful to stop." While a student he devoted more than twelve hours a day to study, and yet the common impression is that he was an idler in college. This coming to his ears in his mature life, he explained: "What fools people are to suppose that a man can make anything of himself without hard study!" At a later time he said: "I do not know experimentally what wealth is, nor how the bread of idleness tastes."

For at least two of the winters that he spent in college he taught school to eke out his income; in 1797 in Salisbury at $4.00 a month, and in 1798 at "Shaw's Corners" at $6.00, "boarding round among the neighbors." On his graduation in 1801, at the age of nineteen, he began the study of the law, but in order to aid his brother Ezekiel to go through college, he was soon induced to take charge of an academy at Fryeburg, Maine, then at a salary of $350. His spare hours there he employed in copying deeds, and thereby paid his board, which enabled him to give sufficient help to his brother, who afterward proved worthy of the sacrifices he had made, and became an eminent lawyer. In 1804, refusing an offer of $1,500 a year as clerk of the court over which his father presided, he entered the office of Christopher Gore, in Boston, to complete the law studies he had prosecuted during all his leisure hours since his graduation. In the succeeding year he was admitted to the Boston bar, and at once returning to New Hampshire, he began the practice of the law in his native county, removing two years later to Portsmouth, where was a larger field for his abilities. He soon acquired an extensive practice, and one sufficiently remunerative to allow him to marry, which he did in the following year, 1808.

Webster in New Hampshire Politics—He was a member of the Federalist party, and, becoming engaged in politics, he was, in 1812, elected to Congress, where he at once took a front rank, both as a debater and a practical statesman, among such men as Langdon Cheves, William T. Lowndes, Henry Clay, and John C. Calhoun. Lowndes said of him at this time: "The South has not his superior nor the North his equal."



STATUE OF DANIEL WEBSTER IN STATE HOUSE YARD, CONCORD

Governor John T. Gilman nominated him for attorney-general but the Governor's council turned down the nomination.

Finding his practice at Portsmouth inadequate to the support of his growing family, he, in 1816, removed to Boston, where, ignoring politics, he devoted himself exclusively to his profession. His reputation as a lawyer had gone before him, and he was soon employed in several important cases, among others that of Dartmouth College, in which his argument before the United States Supreme Court at Washington made his fame as a lawyer national, and gave him rank among the most distinguished jurists of the country.

In 1820 he was offered and declined the nomination of Senator from Massachusetts, but, two years later, yielding to pressing solicitations, he consented to serve as the representative of the city of Boston in the eighteenth Congress. He was elected by a large majority and in December of the same year he delivered at Plymouth, on the anniversary of the landing of the Pilgrims, the first of that remarkable series of discourses, which gave him the first rank among American orators. He took his seat in Congress in December, 1823, and early in the session made a speech on the Greek revolution, which at once established his reputation as one of the first statesmen of the time. In the same year he was again elected as the Boston Representative in Congress, receiving all but 10 of the 5,000 votes cast at the polls. In 1826 he was again a candidate, and again elected, with not a hundred votes against him. He supported the administration of John Quincy Adams, first in the House of Representatives and then in the Senate, to which he was chosen in 1827, but he was a member of the opposition during the succeeding administrations of Jackson and Van Buren, when measures of the first moment were discussed, and political events occurred of the most novel and extraordinary character. In all these debates Mr. Webster took a prominent part, and he is generally regarded as having risen to the height of his forensic ability in his two-days' speech in reply to Col. Hayne, of South Carolina, on the right of nullification. But Mr. Webster was a patriot and not a partisan, and therefore, though a leader of the opposition, he gave a cordial support to the measures taken by President Jackson for the defence of the Union in 1832-33. The doctrines of the president's proclamation against nullification by South Carolina were mainly drawn from his speeches, and on this issue he was the chief dependence of the administration on the floor of Congress. But his support ended with Jackson's defense of the Union. When the administration developed its financial system he strenuously opposed it, predicting accurately the general collapse of business which occurred in the spring of 1837. He was in favor of a national bank, and of mixed currency of specie and convertible paper issued by State banks, the latter kept within safe bounds by a law requiring payment on demand in specie and regulated by the national institution. It was, doubtless, his

advocacy of these principles, and the illustration of the opposite that was given in the financial panic of 1837, that led to the downfall of Mr. Van Buren's administration.

In 1839 Mr. Webster made a brief visit to Europe, passing his time principally in England, but spending a few weeks on the continent. His fame had preceded him, and in the highest circles he was everywhere received with the attention due to one of the most distinguished citizens of the United States. On the accession of General Harrison in 1841, he was placed at the head of his cabinet as Secretary of State, and until 1843 he held the same position in the cabinet of his successor, John Tyler. It was during his incumbency of that office that he settled with Great Britain the long-standing controversy in regard to the northeastern boundary of Maine, and other difficult questions which had arisen out of the detention of American vessels by British cruisers on the coast of Africa. While holding this office he also took steps that led to a recognition of the independence of the Sandwich Islands by the principal maritime powers, and prepared the instructions under which Caleb Cushing concluded a treaty with China.

Webster Aspires to the Presidency—In 1844 Mr. Webster aspired to a nomination to the presidency, but Mr. Clay was chosen, and defeated by Mr. Polk, with the commencement of whose administration, Mr. Webster returned to the Senate of the United States, where he remained until the death of President Harrison and the accession of Mr. Fillmore. He opposed the Mexican War, because he saw clearly that it would lead to acquisitions of territory which would endanger the stability of the Union; but, the conflict once begun, he voted for such supplies as were required for its efficient prosecution, and he gave to it one of his sons, who lost his life in consequence of the hardships of the service.

As he had feared, the acquisition of the new territory extorted from Mexico led to agitations on the subject of slavery which, during the years 1849-50, seriously endangered the Union. California was then applying for admission as a State. Her people had formed a constitution which prohibited slavery, and the southern leaders in Congress opposed her admission under a free constitution. This aroused a clamor at the North for an extension of the Wilmot Proviso, to include not only California, but the new territories, about to be formed, of Utah and New Mexico. This the southern leaders regarded as an indignity, and because some of the northern States had passed laws forbidding the execution of the existing fugitive slave law, they demanded a new law more strenuous in its provisions than that of 1793. The differences between the two sections seemed irreconcilable, and there were loud threats of disunion. In this emergency Mr. Clay conceived of a compromise which should concede to the North the admission of California as a free State, and to the South such a fugitive slave law as was demanded. Mr. Clay was then in feeble

health, and fast approaching his end, but, having matured his plan of compromise, he one evening in January, 1850, in weather so inclement as to endanger his life, called upon Mr. Webster at his dwelling, and laid it before him. Except in some minor details the plan met Mr. Webster's full approval, and in a speech which he delivered in the Senate on the 7th of March following, he advocated its adoption. For this speech he was bitterly denounced by the abolitionists, Mr. Whittier, in his poem of "Ichabod," likening him to a fallen spirit, and even Mr. Emerson saying of him: "He became to me the type of decay. To gain his ambition, he gave ease, pleasure, happiness, wealth, and then added honor and truth. He had a wonderful intellect, but of what importance is that when the rest of the man is gone? He was oblivious of consequences, and consequently oblivious."

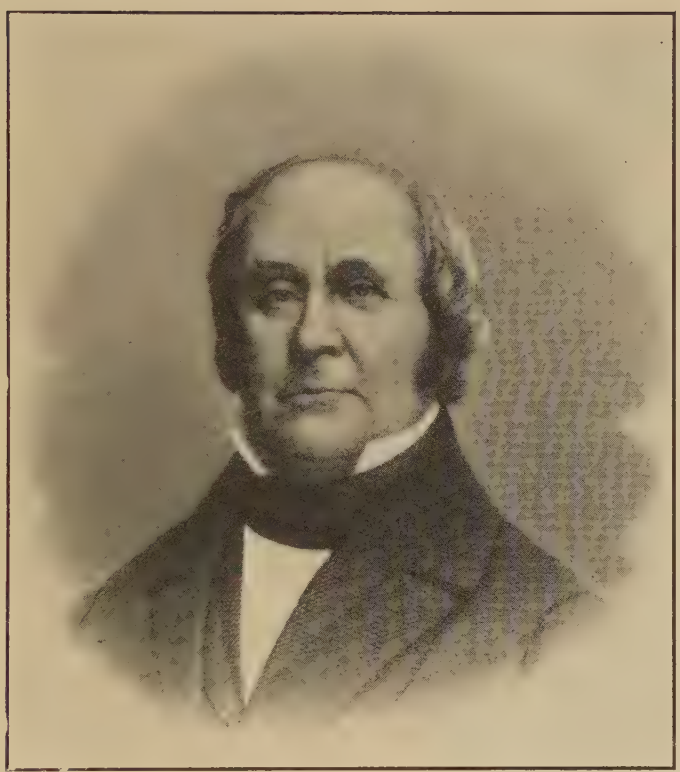
This is not the place to consider the justice of the denunciation. It may, however, be remarked, that when he made that speech Mr. Webster could have had no hope of the presidency. He must have known that the nomination of his party lay between Mr. Fillmore and General Scott; and the election of Franklin Pierce by 103 electoral votes over his opponent indicated a state of public feeling which he would have been a poor reader of the times not to have recognized. The point of view of Mr. Emerson and Mr. Webster was totally different. Mr. Emerson regarded public affairs in the light of the "eternal verities," and with him there could be no compromise with wrong. Mr. Webster viewed things as a practical statesman, who sees that warring interests can be harmonized only by mutual concession. To him the Constitution was the palladium of our liberties. It recognized slavery, and hence slavery might be treated with, and if occasion required, conciliated. He followed his 7th of March speech by public addresses of unsurpassed ability, delivered in various parts of the Union, wherein he enforced the duty of forbearance and mutual concession by the two opposing sections. In the nature of things a conflict was inevitable; but there can be no question that it was postponed for a decade by the exertions of Mr. Webster and Henry Clay, and in that period the North acquired a strength it had not at the time, and which enabled it to finally suppress the rebellion. But for this disinterested act of duty to his country Mr. Webster was covered with an opprobrium which followed him to his grave, and even yet survives in the minds of a large number of his countrymen. It is impartial history only that will judge him truly.

Perhaps no man born in this country has ever impressed his own generation with a sense of personal intellectual greatness as did Daniel Webster. In the common phrase of the people he was the "Godlike Daniel," and cultivated men did not hesitate to style him the "Olympian Jove," and a "descended god," and one Englishman said of him: "he

looked like a cathedral." This was partly the effect of his imposing personal appearance, but doubtless it was more largely due to the universal impression that he was one of the greatest, if not the greatest, lawyer, orator, and statesman of his country and his time. The last service he did for his country was his work in the crises of 1850.

At the close of Mr. Fillmore's administration, in which he served as Secretary of State, he retired to his home at Marshfield, Massachusetts, October, 1852, his last words being, "I still live." His collected writings and speeches were published in six volumes, in 1851, and his correspondence has appeared in two volumes since his death.

New Hampshire's Recognition of Webster—Webster is considered the greatest public man that New Hampshire has produced. There is a statue of him in the State House Yard and a portrait in Representatives' Hall. He and John Stark are the two figures represented by statues in New Hampshire's section in the Capitol at Washington. The Daniel Webster Highway, the principal avenue in New Hampshire, is named for him, and the town of Webster is also a memorial. His birthplace, now in the city of Franklin, was secured by the Webster Association and turned over to the State in 1925 and is maintained as a public memorial or shrine, as is that of Franklin Pierce in Hillsborough.



Ichabod Goodwin

GOVERNOR 1859-1861

CHAPTER XXIX.

NEW HAMPSHIRE IN THE CIVIL WAR.

Administration of Governor Ichabod Goodwin, 1859-61—Lincoln Campaign in 1860—Nathaniel S. Berry Elected Governor in 1861—Governor Goodwin as a Financier—New Hampshire's Part in the War—Sketch of Each Regiment—Civil Affairs During the War—Reëlection of Governor Berry—Administration of Governor Joseph A. Gilmore, 1863-65—Presidential Election of 1864—Soldier Voting—State Debt Increased—Drafts—Assassination of Lincoln—Constitutional Amendments Advocated.

Administration of Governor Ichabod Goodwin—In 1859 the Republicans nominated Ichabod Goodwin of Portsmouth for Governor. Mr. Goodwin had been a candidate two years before and was formerly leader of the Whig party. He obtained the nomination without a contest in 1859. The Legislature had reëlected John P. Hale United States Senator for a third term, although his first term was only four years in duration.

At the Republican State Convention which nominated Goodwin for Governor, Napoleon B. Bryant of Concord, speaker of the House of Representatives and a convert to the Republican party, was president of the convention. George G. Fogg, afterward United States Senator, was chairman of the platform committee. The Democratic convention of January 6, 1859 renominated Asa P. Cate for Governor by acclamation. The campaign was similar to that of the previous year. Among the Republican spell binders was Hannibal Hamlin of Maine and the Democrats were assisted by Sidney Webster who had been private secretary to President Franklin Pierce.

The vote in 1859 and 1860 was:

1859.		1860.	
Whole vote	69,156	Whole vote	71,603
Scattering	27	Scattering	22
Asa P. Cate, *D*	32,802	Asa P. Cate, *D*	33,544
Ichabod Goodwin, *R*	36,326	Ichabod Goodwin, *R*	38,037

Ichabod Goodwin—Ichabod Goodwin, 29th Governor of New Hampshire, was born at North Berwick, Maine, October 10, 1796. His great-grandfather, Captain Ichabod Goodwin, distinguished himself at the battle of Ticonderoga, and was especially mentioned in Major-General Abercrombie's report to Secretary Pitt. Mr. Goodwin was educated at South Berwick Academy, and on leaving it went to Portsmouth, New Hampshire, and entered the counting house of Samuel Lord. Mr. Lord was largely concerned in navigation, and in one of his ships, at 20 years of age, Mr. Goodwin commenced a seafaring life as supercargo. After two

very prosperous voyages in this capacity he took charge in the same employ as master and supercargo. He was a successful shipmaster and part owner for twelve years. In 1832 he retired from the sea, but engaged extensively in navigation in Portsmouth, identifying himself with all the prominent enterprises of the place.

He was devoted to the interests of the Whig party, and represented Portsmouth in the New Hampshire Legislature in 1838, 1843, 1844, 1850, 1854, and 1856, and was a member of the constitutional convention in 1850. He was a delegate-at-large to the conventions which nominated Henry Clay and Generals Taylor and Scott for the presidency, and was one of the vice-presidents of the two first mentioned conventions. He was for several years the nominee of the Whig party for Congress, when the members were chosen at large, but as during that time the Democratic party was dominant in New Hampshire, these nominations were rather marks of esteem than given in the hope of accomplishing an election. After the State was divided into Congressional districts he received the unanimous nomination of his party for Congress at the first convention held in his district. This nomination, made with more than a fair prospect of success at the polls, he declined, owing to business engagements that needed his personal attention. He retained his connection with the Whig party so long as that party continued to exist in New Hampshire, and was its last nominee for Governor.

At the rise of the Republican party, Mr. Goodwin turned all the force of his will and character towards wheeling New Hampshire into the Republican ranks, and in 1859 was elected Governor of the State. Reëlected in 1860, his term of office extended to June 5, 1861, covering the breaking out of the Civil War, and the raising and putting into the field of the first two regiments of volunteer infantry from the State.

Mr. Goodwin's experience and connection with railroad enterprises was large and satisfactory. He became a director in the Eastern Railroad Company, now a part of the Boston and Maine system, a few years after its organization, and was the first president of the Eastern Railroad in New Hampshire, which position he held for twenty-five years. He was also a director in the Portland, Saco and Portsmouth Railroad Company from its beginning; was elected president of that corporation in 1847, remaining in that office for twenty-four years, during which time he successfully carried the road through many difficulties. He was a director of the Piscataqua Exchange Bank (now the First National) from its incorporation, and its president for a number of years, and until his death, and was also a director in the Portsmouth Savings Bank. Governor Goodwin was married at Portsmouth, September 5, 1827, to Sarah Parker. The youngest daughter, Susan Boardman, became the wife of Admiral Dewey. Governor Goodwin died at Portsmouth, July 4, 1882.

PAINTING OF BATTLE OF GETTYSBURG, BY P. F. ROTHERMEL. IN PENNSYLVANIA STATE MUSEUM
(Size of Picture inclusive of frame, 32 feet 11½ inches by 6 feet 9 inches)

Lincoln Campaign in New Hampshire—In 1860 the Republican State Convention met January 3 and renominated Governor Goodwin. Frederick Smyth, of Manchester, was president of the convention and George G. Fogg reported the resolutions. The Democratic State Convention met October 11, 1859, and for a third time nominated Asa P. Cate. Walter Harriman was president of the convention.

During the campaign Abraham Lincoln, Republican candidate for President, spoke at Concord, Manchester, Dover and Exeter. His speech made a deep impression upon the Republicans of the State. The Republican delegation to the convention cast seven out of ten votes from New Hampshire on the first ballot for Lincoln. The Coos "Republican" printed the following description of a Lincoln speech in the campaign of 1860:

"It is worth a long walk to see the man. He is a unique specimen of the human family. Long, lank, and awkward, he presents the picture of a real Yankee. His voice is pitched on a high key and is anything but musical, but these oddities and peculiarities which would seem to detract from the efficiency of an orator all go to gain the sympathy of his hearers and to make his speeches what they are. For nearly two hours he held the house in perfect silence, while by his invincible logic, interspersed with the most apt illustrations, he showed the inconsistency and suicidal position of the Democracy with reference to the slavery question. His arguments were perfectly unanswerable. His appeal to the Douglass Democrats and his charges upon Squatter Sovereignty were irresistible. I can give you no adequate description of his speech. It was, as our friends say, unquestionably the most candid, convincing and effective speech which we have had in Concord for years. If we could have Mr. Lincoln address the people of our State for three weeks, we should triumph by ten thousand majority."

Granite State Supports Lincoln—State elections were held in March, national elections in the fall. Naturally the State elections had a decided influence on the outcome in the fall. The March election in 1860 gave the Republican candidate, Governor Goodwin, a majority of 4,471, which was an unusually large one, and gave the Republicans much encouragement.

Soon after the election, the State convention elected delegates to the national convention to meet at Chicago on May 16. Sentiment at first was inclined toward the renomination of Fremont for President and one week before the convention the "Independent Democrat" published a list of possible candidates for the presidency which did not even include the name of Lincoln. At the Republican State Convention on April 26 Joel Eastman, of Conway, was elected president and the delegates-at-large were Edward H. Rollins of Concord, Aaron H. Cragin of Lebanon, William Haile of Hinsdale, and Amos Tuck of Exeter.

On the first ballot at Chicago, New Hampshire cast seven votes for Lincoln, one for Salmon P. Chase, one for John C. Fremont and one for

William H. Seward. On the next ballot the whole ten were given to Lincoln, although prior to his coming to New Hampshire the only man Lincoln knew in the State was Amos Tuck with whom he had served in Congress. Salmon P. Chase, on the other hand, was a favorite son and native of the State and during the ensuing campaign he took stump for Lincoln with many other prominent men. At the election Lincoln had 37,519, Douglass had 25,881, Bell had 4,441 and Breckenridge had 2,112. Lincoln's plurality over Douglass was 11,639 and his majority over all the opposition was 5,145.

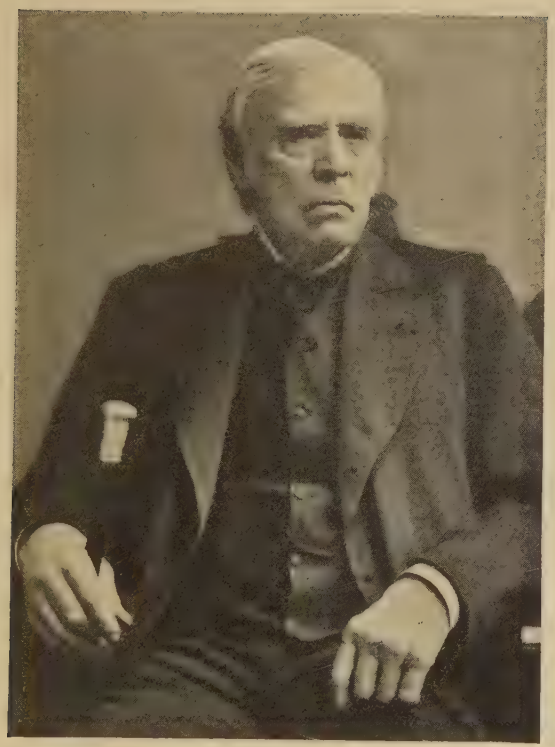
ELECTORS—John Sullivan, Ebenezer Stevens, David Gillis, Nathaniel Tolles, Daniel Blaisdell.

Election of Governor N. S. Berry—The overwhelming defeat of the Democratic party in the campaign of 1860 and the split within the party caused a serious depression in its ranks. One faction of the Democratic party, which had supported Breckenridge for President, held conventions and nominated B. W. Jenness for Governor. The regular Democratic party held a convention January 8, 1861, under the presidency of Ira A. Eastman of Concord. There was a contest for the nomination for Governor and George Stark of Nashua had 311 votes and Edward W. Harrington of Manchester had 177. Stark was nominated and Jenness later withdrew.

The Republican State Convention met the same day and Governor Goodwin was a candidate for a third term. Two ballots were taken with the result that he was defeated by Nathaniel S. Berry of Hebron. Berry had been a Democrat, then a Free-soiler, and was the Free-soil candidate for Governor in 1846, 1847, 1848, 1849, and 1850. He was personally very distasteful to the Democrats.

The Republican majority had been so large in the presidential election of 1860 that the Democrats did not have much confidence in the campaign. The issue was the preservation of the Federal Union, for several of the southern States had already seceded and others were about to. Lincoln was not inaugurated President until after the State election in New Hampshire. It was certain that he would be President of a divided country. Both parties in New Hampshire proclaimed their allegiance to the Union, but the Democrats were for State rights. John H. George, Democratic candidate for Congress, was so pronounced in his views on secession that he withdrew, at the request of party leaders, and Samuel D. Bell, of Manchester, chief justice of the Supreme Court, was nominated in his place. Bell had been a Whig and then joined the Democratic party, but agreed in the campaign to subordinate party to the salvation of the Union.

At the election of 1861, Berry, Republican candidate for Governor, had 35,467 and Stark, Democrat, had 31,452. The Republicans elected all the Congressional candidates and the majority of the Legislature.



GOVERNOR N. S. BERRY, CIVIL WAR GOVERNOR

Nathaniel Springer Berry—Nathaniel Springer Berry, thirtieth Governor of New Hampshire, was born at Bath, Maine, September 1, 1796, son of Abner and Betsy (Springer) Berry. He was the grandson of John Berry, a captain of infantry in the Revolutionary War and of Nathaniel Springer who commanded a company of artillery in the same war and was killed in action. His father, a ship-builder by trade, died in 1802, leaving the family penniless, and at the age of nine Nathaniel became a "chore boy" in a tavern. At the age of 22 he removed to Bristol to take charge of a tannery on a salary of $200. In 1820 he began the manufacture of leather, and in 1826 introduced into New Hampshire the process of tanning with hot liquids. The business was removed to Hebron in 1840 and was conducted until 1857, when his tannery was burned.

He made his home at Andover, Massachusetts, from 1864 until 1878; in 1878-83 lived at Milwaukee, Wisconsin, with a married daughter; then returned to New Hampshire to end his days at Bristol with his son. He was justice of the peace and quorum for New Hampshire for twenty-three years and for Massachusetts five years; was judge of the court of common pleas in 1841-50 and judge of probate in 1856-61; represented Bristol in the Legislature in 1828, 1833, 1834, and 1837 and Hebron in 1854; was State Senator from the Eleventh District in 1835 and 1836. Mr. Berry acted with the Democratic party for 22 years and in 1840 was a delegate to the national convention at Baltimore. The action of that convention regarding slavery caused him to leave the party and to aid in organizing the Free-soil party, whose first candidate for Governor he became in 1854. In the same year his name headed the ticket of the Liberty party. At the election in 1846 there was no choice, but in June the Whig, Federal and Liberty Representatives in the Legislature united, electing John P. Hale, speaker, and Anthony Colby, Governor. Mr. Berry received the nomination at four succeeding conventions. As a Republican candidate in 1861 he carried the State by 4,000 majority and in 1862 was reëlected over two candidates. In the first year of his administration he appointed ex-Governor Colby adjutant-general. During his term of office he enlisted, armed and equipped fourteen regiments of infantry, three companies of sharp-shooters, four companies of cavalry and one of heavy artillery; in all over 15,000 men, all but one regiment being sent to the front. He was well qualified for the work, for in his early manhood he had been connected with the 34th Regiment, New Hampshire Militia, and had risen to the rank of colonel. Five times at his own expense he visited Washington on business concerning these troops. In 1862 he was one of the 22 governors of northern States who, in conventions at Altoona, Pennsylvania, prepared an address to President Lincoln pledging their continued support, and was chosen to address the chief magistrate when it was presented. Governor Berry was a man of strong piety; was an active supporter of the Methodist Episcopal Church at Bristol, a class

leader for thirty years, and represented New Hampshire at the general conference of his denomination in 1872. While at Bristol he was a member of the board of trustees of the Conference Seminary at Northfield; was elected president of the Grafton County Bible Society at its organization; founded several Sunday Schools, and formed the first temperance society in the State, among the men in his tannery. Governor Berry died at Bristol, April 27, 1894, at the age of 98 years.

New Hampshire Loyal to Lincoln—No State was more ably represented at Washington when Lincoln went there to take the reins of government, than New Hampshire. John P. Hale, the foremost Abolitionist in the country, and Daniel Clark of Manchester, the first Republican Senator ever elected from that city, represented the State in the United States Senate. In 1859 Gilman Marston of Exeter and Thomas N. Edwards of Keene, two of the foremost lawyers in the State, were elected to Congress and reëlected in 1861. In the latter year, at the same time that Lincoln took office, Edward H. Rollins of Concord, who was for a generation leader of the Republican party, took his seat in Congress where he stayed throughout the Civil War. Others who came originally from the Granite State and were prominent in the Lincoln administration were William Pitt Fessenden, Salmon P. Chase, Henry Wilson, James W. Grimes and Zachariah Chandler.

Although Governor Goodwin had been defeated in his attempt to secure a third term, his second term did not expire until after the Civil War had begun. His adjutant-general was Joseph C. Abbott, who had been a newspaper man in Concord and Manchester and it was he, assisted by Thomas L. Tullock, Secretary of State, who attended to the details of recruiting and putting into the field the New Hampshire troops.

Financing the War—This was a most trying period in the history of New Hampshire, and most nobly and patriotically did Governor Goodwin meet the emergency. The people had confidence in his wisdom and financial skill, and when he issued a call for men and money for the war they responded promptly. There were no funds in the treasury aside from what was required to meet the ordinary expenses of the State, and the crisis demanded the "sinews of war" in such amount as then seemed very large, and that the quota of men called for by the President from New Hampshire should be raised and made ready for the field without delay. In this dilemma Governor Goodwin appealed to the banking institutions and private individuals of the State, and they promptly and nobly came forward and placed at his disposal $680,000. To call an extra session of the Legislature would involve delay, and Governor Goodwin assumed the responsibility to act without special Legislative authority. With a portion of these funds (about 15 per cent of the sum volunteered), the two regiments were put into the field. On the assembling of the Legislature in June, in a valedictory address, he plainly and concisely stated the position he had assumed and the motives which actuated him. The Legislature at once endorsed all his acts by unanimously passing the "enabling act," relieving the Governor of his heavy responsibility.

New Hampshire's Part—According to the records New Hampshire sent 35,000 men to the Civil War. It is estimated that of those 5,000 were

slain in battle and 5,000 died soon afterwards from wounds received and diseases incurred. Today in this State there are about 950 persons left out of that 35,000. Probably there are just as many New Hampshire soldiers and sailors who live in other States as those from other States who live in New Hampshire. Shortly after the Civil War there was quite an influx to the West, clear to the coast, and many came here, consequently the figures balance as nearly as can be reckoned.

The State sent eighteen regiments of infantry, one regiment of cavalry, one regiment of heavy artillery, three companies of sharpshooters, squadron of New England cavalry, Dartmouth cavalry, and the New Hampshire battery to the Civil War. There were over 3,000 in the Navy, included in the 35,000.

The first complement to go from the State was the 1st Regiment, who enlisted for three months in response to the proclamation issued April 16, 1861, by President Lincoln. Major Sturtevant, then city marshall of Concord, put up a recruiting tent back of the State House. Over 2,000 men responded. The first regiment was completed and the rest went into the second regiment. These men were obtained in five days and every 30 days thereafter 1,000 men were sent until 16 regiments were raised and sent out of the State. The 17th was also ready, but its ranks were constantly drawn upon to recruit the regiments at the front and the organization itself never left the State.

Silk Flag Episode—An interesting feature connected with the first two regiments is the silk flag, which can be seen now in the rotunda of the State House. The New Hampshire people then living in Oakland and San Francisco, California, knowing that the State would soon send out a regiment, obtained a large silk flag and had it elaborately embroidered by their ladies and sent it on here, but the flag did not arrive until after the first regiment had gone, so, by use of the telegraph, authority was obtained to give it to the 2d Regiment.

Ladies of Concord, skilled with the needle, took out the letters "1st" and put in "*2.*" The flag is now displayed so that the folds show the head of the grizzly bear, the coat-of-arms of California which was on the flag.

In the battle of Gettysburg more New Hampshire men were engaged than in any other battle: the 2d, 5th, 12th, sharpshooters, squadron of cavalry and a battery.

The "fighting 5th" New Hampshire lost more men than any other regiment in the Civil War; 458 were killed, died from wounds or lost through other causes. This regiment was commanded by Colonel Edward E. Cross, of Lancester, and was organized in Concord.

New Hampshire has the best record of her soldiers and sailors of the Civil War in the country. "Ayling's Register of Soldiers and Sailors during the Rebellion" contains approximately 35,000 names. It was started in 1885 and took years to complete.

First Regiment Volunteer Infantry—When President Lincoln called for 75,000 men for three months to suppress the Rebellion, New Hampshire responded with an alacrity unsurpassed by any of the States. The proclamation was issued the 15th of April, 1861. Enlisting stations were immediately improvised, and between the 17th and 30th not less than 2,004 men were enrolled.

The residue, after filling the 1st Regiment, were given their choice to enlist in the 2d Regiment or serve out their time of three months as the garrison of Fort Constitution at Portsmouth harbor. Four hundred and ninety-six enlisted in the 2d Regiment, and the remainder were sent to Fort Constitution.

The 1st Regiment rendezvoused at Concord on the Fair Grounds of the Merrimack County Agricultural Society on the east side of Merrimack River, the camp being christened "Camp Union." But a few days passed before the material of the regiment was crystalized into a completely appointed and equipped organization. A contract for fifteen army wagons and one hospital ambulance was placed with the firm of Lewis Downing & Son, of Concord. A supply of horses, averaging in cost $125, was speedily purchased, and the contract for harnesses was filled by James R. Hill, of Concord. So well, thoroughly, and expeditiously was this work performed, that on the 14th day of May, just 15 days after his appointment, Quartermaster Batchelder informed the colonel that the regiment was uniformed, armed and equipped, and field transportation for tents, baggage and supplies was ready.

From the 1st to the 7th of May the regiment was mustered into the service of the United States. Baldwin's Cornet Band of Manchester, under the leadership of Edwin T. Baldwin, joined the regiment early in May, and served until the regiment was mustered out; but as the law made no provision for regimental bands, the members were not mustered in until vacancies occurred in companies, when they were mustered in as privates or company musicians but continued to do duty in the band.

On the 25th of May, after appropriate public ceremonies, the regiment boarded the cars for Washington amidst the adieus and cheers of a vast concourse of citizens. At Manchester and Nashua it was greeted with similar demonstrations. An almost continuous ovation was tendered the regiment en route to Worcester, where it received a right royal welcome and was served to a princely repast.

The regiment arrived at New York, May 26, where it was received by 450 citizens, all sons of New Hampshire, and presented by them with an elegant silk flag.

The regiment arrived in Baltimore on May 27, and marched through the city to the Camden station to the tune of "Yankee Doodle," the first national air played in the streets of the city after the passage of the Massachusetts Sixth.

The regiment arrived in Washington May 28, and in the morning marched to "Kalorama," their camping ground, named "Camp Cameron." It was reviewed from the porch of the White House by the President, who soon after sent a special messenger to the camp to inform the colonel that his was the best appointed regiment that had thus far come into Washington.

The 1st Regiment, New Hampshire Volunteers, did no fighting, excepting the exchange of shots at intervals for two days across the river at Conrad's Ferry. The regiment, however, did a large amount of guard duty, a service which, though unattended with much *éclat*, may have accomplished as great good as a victory on the field of blood and carnage. The regiment did faithfully all that was required of it.

If, as a regiment, its history is meagre, its individual members have an enviable record. Not less, probably, than 500 members reënlisted in subsequent military organizations. The 1st was represented in every regiment and every military organization of New Hampshire. Maine, Vermont, Rhode Island, Massachusetts, and New York regiments contained more or less members of the New Hampshire 1st, all of whom left a record of which the State may well be proud. Many of them sealed their loyalty and patriotism with their blood, or returned disabled for life. The names of Whipple, Stevens, Crosby, Batchelder, Fellows, Hazelton, Bell, Sturtevant, Clough, Drew, Dudley, and Kelly, as representatives of many others, will ever have an honorable place in the history of the great Rebellion and a large place in the grateful memory of their fellow citizens.

Second Regiment Volunteer Infantry—A large proportion of the original members of the 2d Regiment were enlisted for three months' service under President Lincoln's first call; many of them among the earliest recruits in April, 1861. But early in May, while the regiment was still in camp at Portsmouth, orders were received from the War Department to send no more three months' troops. Most of the men thereupon enlisted for three years, this second muster by companies dating from June 1 to 8. The regiment left Portsmouth June 20, receiving at Boston on the same day, and at New York on the 21st, tremendous ovations from the sons of New Hampshire and the local authorities.

The regiment opened the fight at the first Bull Run battle, July 21. Colonel Marston was severely wounded here, and the regiment's loss was reported as 7 killed, 56 wounded, 46 missing.

June 21, 1864, the 10th, 12th, and 13th New Hampshire were mustered out, and the recruits whose term of service did not expire before September 30, about 400, were transferred to the Second. The rebellion having collapsed, the 2d was scattered throughout several Virginia counties on provost duty. Finally, on December 19, 1865, the regiment was assembled at City Point and there mustered out of the United States service.

On the 21st it started for New Hampshire, where it received a greeting commensurate with its four years and six months of heroic service.

Any sketch of the 2d Regiment would be incomplete without mention of Miss Harriet Patience Dame, the faithful army nurse. Miss Dame was born in North Barnstead, January 5, 1815. In 1856 she became a resident of Concord, and at the time the Second Regiment was being organized, had already commenced her good work of caring for the sick. When the regiment left for the front, the physicians in Concord could not spare her to accompany it; but a few days later she joined the command at Washington, and served with it, except when on duty at some field hospital, until it was mustered out in 1865, tenderly ministering to the sick and wounded, full of courage and hope amidst the dead and dying, and always unwearied in caring for "her boys," regardless of her own health or comfort.

In 1867 Miss Dame was appointed to a clerkship in the Treasury Department in Washington. Her portrait hangs in the State House at Concord.

The roll of the 2d Regiment, during its organization, contained more than 3,000 names. Every regiment but two from the State was supplied, in part, with officers from its ranks; and more than 30 regiments in the field had upon their rosters names of men that were once identified with it. It marched more than 6,000 miles, participated in more than 20 pitched battles, and lost in action upwards of 1,000 men.

The second colonel of the 2d Regiment was Gilman Marston of Exeter, who resigned from Congress to enter the service and was wounded at the battle of Bull Run. On April 17, 1863, he was promoted to the rank of brigadier general. The last colonel of the regiment was Joab N. Patterson of Hopkinton, who, after the war, lived in Concord and became United States marshal for New Hampshire.

Third Regiment Volunteer Infantry—This regiment was the second to be raised in the State for a three years' term. It was brought together and wholly organized and mustered in during August, 1861, at Concord. Those men whose dates of enlistment were earlier than the large majority were from Hampton and its vicinity, and were in temporary service at Fort Constitution, Portsmouth, and known as "Winnacunnet Guards." One company (C) was almost wholly of Irish birth or parentage. The regiment was encamped upon the "intervale" nearly opposite the southerly part of Concord, and upon the easterly side of the Merrimack River. Enoch Q. Fellows, of Centre Sandwich, was the person selected to be its Colonel. He was a West Pointer, and had been with the First New Hampshire, and was possessed of military skill and a military presence. John H. Jackson, of Portsmouth, was made lieutenant-colonel. He had been an officer in the Mexican War, and had been brevetted there for gallantry. John Bedel, of Bath, another Mexican soldier, was given the

position of Major, while the Adjutancy was bestowed upon another Mexican soldier, Alfred J. Hill, of Portsmouth.

September 14, 1861, the regiment was ordered post-haste to Washington, and arrived there the 16th, going into camp east of the Capitol, near the almshouse and jail. In 1864 the regiment was mounted, and designated "Third New Hampshire Mounted Infantry."

The 3d Regiment has a flag in Doric Hall in the State House, which was presented by some women of New York City. It was riddled with bullets at the battle of Deep Bottom on August 16, 1864.

During the four years' service on the Atlantic Coast in the States of South Carolina, Georgia, Florida, Virginia, and North Carolina, the 3d Regiment was engaged in sieges, battles, reconnoissances, skirmishes, etc.

During its term of service the regiment had on its rolls 1717 enlisted men, including 44 non-commissioned staff and band, and 101 officers, making an aggregate of 1818. Of these 190 were killed in battle or died of wounds; 137 died of disease; 196, nearly all substitutes, deserted; 740 discharged, 300 by expiration of term and 440 by reason of disability, etc; 52 transferred; 6 rejected; 2 dismissed; 3 shot for desertion; 6 missing in action, and not known whether killed, prisoners, or deserters. Two hundred and seventy of the regiment reënlisted in January and February, 1864, and are taken into account but once in the aggregate of 1818.

Fourth Regiment Volunteer Infantry—Two hundred men were left over in organizing the 3d Regiment, and they were ordered from Concord to Manchester, to form the nucleus of the 4th Regiment. The 4th Regiment consisted mostly of natives of New Hampshire, with the exception of Company G, which was made up of stout-hearted Irishmen. It is said that the majority of the regiment were Democrats, politically. Quite a number of the officers had been officers in the New Hampshire militia, notably Colonel Drew, Captains Sleeper, Greenleaf, Newell, Bagley, Burley, and Badger. The first colonel, Thomas J. Whipple, of Laconia, was a veteran of the Mexican War. Three lieutenants came from Dartmouth College—Fuller, Carleton, and Kendall; one lieutenant, Parker was a school teacher from Illinois; the lieutenant-colonel, Bell, was a young lawyer. Company A enlisted at Dover; Company B at Nashua; Company D at Laconia; Company F at Great Falls; Company H at Salem; Companies C, E, G, I, and K, were mostly Manchester men. A part of Company E was enlisted at Pittsfield.

The regiment was mustered into service at Manchester the 18th of September, just two weeks after the 3d had left the State. The regiment left Manchester for Washington the 27th of September.

Under the guns of the enemy, 388 men reënlisted in 1863 for three years, or during the war. The enlisting officer was Captain F. W. Parker.

On the 30th of July, 1863, the regiment was in the Crater Fight, or the battle of the "Mine." For hours it held the line on the right of the

exploded fort close to the ravine, across which came a terrible enfilading fire from a battery. The regiment was quite small—200 men—and out of this number 50 men were killed or wounded. In the fight the flag-staff was cut off twice, and 55 bullets and shells put through the flag. That night, what was left of the regiment marched back to Bermuda Hundred.

On the 18th of September, 174 men, who had not reënlisted, left for New Hampshire, under command of Lieutenant-Colonel Drew. In the spring of '64, the regiment was 1,000 strong. At the charge of Fort Gilmer (or New Market Heights), only 40 men could be mustered for the fight.

The regiment was in the two expeditions against Fort Fisher—the first under General Butler, and the second under General A. H. Terry. In the second and successful attack on Fort Fisher, the 4th Regiment did some brave fighting. Colonel Bell, commanding the brigade, was killed on the corduroy road leading to the gate of the fort. In the long struggle in the fort under command of General Ames, the flag of the 4th New Hampshire was locked with the Confederate flag on the top of a mound for twenty minutes. Captain John H. Roberts was in command of the regiment during the fight. The night of the victory, a number of the 4th New Hampshire were killed by the explosion of a magazine.

Colonel Louis Bell of the 4th Regiment, who was killed at Fort Fisher, North Carolina, was a son of Governor Samuel Bell and a brother of Chief Justice Samuel D. Bell of the Supreme Court, and United States Senator James Bell. Louis Bell Post of the Grand Army in Manchester is named for him.

When the 4th Regiment returned to Manchester, it was given a magnificent reception by Governor Frederick Smyth and the citizens of the city. One hundred and forty veterans returned in the regiment and 50 were mustered out in hospitals. This unit lost 282 men killed in action or died of disease and 57 died in southern prisons.

Fifth Regiment Volunteer Infantry—The 5th Regiment was organized at Concord, the men being enlisted for three years. Edward E. Cross, of Lancester, was appointed colonel, August 27, 1861. The regiment camped east of the Merrimack River, near the lower bridge, the camp being called "Camp Jackson." Company A entered camp September 28, 1861, and the regimental organization was completed October 26. Colonel Cross was an experienced Indian fighter, and had been in the Mexican service. He was killed at Gettysburg, July 2, 1863.

"The one regiment in all the Union armies which sustained the greatest loss in battle during the American Civil War was the Fifth New Hampshire Infantry. . . . It served in the First Division, Second Corps. This division was commanded successively by Generals Richardson, Hancock, Caldwell, Barlow, and Miles; and any regiment that followed the fortunes of these men was sure to find plenty of bloody work cut out

for it. The losses of the 5th New Hampshire occurred entirely in aggressive, hard, stand-up fighting; none of it happened in routs or through blunders. Its loss includes 18 officers killed, a number far in excess of the usual proportion, and indicates that the men were bravely led. Its percentage of killed is also very large, especially as based on the original enrollment. The exact percentage of the total enrollment cannot be definitely ascertained, as the rolls were loaded down in 1864 with the names of a large number of conscripts and bounty men who never joined the regiment. . . . Known to the corps and division commanders as a reliable regiment, it was the more often called upon to face the enemy's fire, or assigned to the post of danger."

Sixth Regiment Volunteer Infantry—The 6th Regiment was organized at Keene, in November, 1861, the men coming from all parts of the State. The regiment camped on the Cheshire Fair Ground, about a mile and a half out from the city, the camp being called "Camp Brooks."

The 6th Regiment was actively engaged in battles. In addition to these the regiment participated in a great number of reconnoissances and skirmishes. Many days during the campaign in the Wilderness, and for nine weeks before Petersburg, the regiment was constantly under fire and lost men almost every day, making a large aggregate. The 6th was more often sent forward as skirmishers than any other regiment. It always did the skirmishing for its brigade and often for its division. While at Roanoke and Hatteras Islands the men were drilled and practiced every day for three months as sharpshooters, and they were considered the best shots in the 9th Army Corps. At Bull Run this regiment lost 210 out of 450 men engaged.

The 6th Regiment arrived at Concord on the 22d of July, 1865, where it was given a formal reception by the State authorities and citizens, and the men were immediately paid off and discharged.

Seventh Regiment Volunteer Infantry—The recruitment and organization of the Seventh Regiment was somewhat different from that of any other force raised in the State. Although the regiment was credited to New Hampshire, the authority to accept and provide for recruits, and the privilege to make all official appointments, was by direction of the War Department, vested in Joseph C. Abbott, who, at the commencement of the war and for some years previous, had been adjutant-general of the State, and who, desiring active service, had made application to the secretary of war to raise a regiment of infantry. The acceptance of this regiment was with the distinct understanding that the War Department would revoke the commissions of all officers who might be found incompetent for the proper discharge of their duties, and one of the requirements was that the regiment should be ready for marching orders 30 days subsequent to September 9, 1861.

About this time the State authorities were busily engaged in organizing and equipping four regiments of infantry, three companies of sharpshooters, a light battery, and a battalion of cavalry, all of which drew quite heavily upon the available material of the State, and the successful organization of the 7th Regiment, which was somewhat in the nature of an individual enterprise, was by many considered doubtful. The State authorities were asked merely to pay to those enlisting in this regiment the $10 bounty which they paid to all others, and which they readily agreed to do. The rendezvous of the recruits was established at Manchester. Circulars were at once issued, and notwithstanding the competition of other organizations, by the 1st of November 800 men had arrived in camp.

It was the understanding from the outset that the Governor and council would commission such officers as were designated by General Abbott, he waiving the position of colonel only on the condition that it should be given to some graduate of West Point. The colonelcy was accordingly bestowed on First Lieutenant Haldimand S. Putnam, of the United States Topographical Engineers, who was considered the ablest and most accomplished soldier commissioned from New Hampshire. General Joseph C. Abbott was commissioned as lieutenant-colonel; Daniel Smith, of Dover, as major; Andrew H. Young, of the same city, as quartermaster; Thomas A. Henderson, also of Dover, as adjutant; Dr. W. W. Brown, of Manchester, as surgeon; and Rev. J. C. Emerson, of Fisherville (now Penacook), as chaplain. The captains and subalterns were selected where they could best contribute to the speedy enlistment of the men. The organization was fairly completed, and the officers and men all mustered into service by December 14; and on the 14th of January, 1862, the regiment left New Hampshire under orders to proceed to New York City.

The first experience of the 7th was as different from that of other regiments as the manner of its organization. It had already spent a month in camp at Manchester since its completion, engaged in drill, and upon its arrival in New York, the morning after its departure, it was ordered into quarters at White Street Barracks, where it passed another month of comparative inactivity, relieved only by an occasional dress parade or drill in one of the city squares.

Colonel H. S. Putnam was killed at the assault of Fort Wagner July 18, 1863. Colonel Abbott was in command until the summer of 1864 when he was promoted to brigadier general. After the war he removed to North Carolina and became United States Senator beginning in 1871.

Eighth Regiment Volunteer Infantry—(Known as First New Hampshire Cavalry, December 16, 1863, to February 29, 1864, and as 2d New Hampshire Cavalry, March 1, to July 25, 1864.) Enlistments for the 8th Regiment began early in the month of September, 1861. The first com-

pany went into "Camp Currier" at Manchester, on October 12, and on the 9th of December the regiment was full. On January 25, 1862, it was transferred from "Camp Currier" to Fort Independence, in Boston Harbor. On February 16 six companies, under the command of Colonel Hawkes Fearing, embarked on the ship "E. Wilder Farley," destined on the "Butler Expedition" to reach Ship Island in Mississippi Sound. On the 18th day of February the four remaining companies, Lieutenant-Colonel O. W. Lull commanding, left for the same destination on the ship "Eliza and Ella." On March 18, 1862, the first named arrived at Ship Island; and on March 29, after a very stormy and uncomfortable passage, the "Eliza and Ella" anchored at the rendezvous, and the regiment pitched its camp at about two miles from the landing, and the nearest of any to a passable drill area on a sandy patch.

On April 9, 1862, the regiment was in line with 14,000 troops passing in review before Major-General B. F. Butler, commanding.

The 8th Regiment was actively engaged in seven battles. Besides these the regiment was engaged in 53 distinct skirmishes, some of which previous to the War of the Rebellion, would have been considered sanguinary battles, and in all of them was distinguished for coolness and bravery.

On January 1, 1865, the veterans and recruits of the 8th remaining in the service, numbering 316, were organized under the direction of Brigadier-General Brayman, into three companies, and designated as the Veteran Battalion, 8th New Hampshire Volunteers, and Captain Landers assumed command by virtue of seniority of rank.

The 8th Regiment was organized at Camp Currier in Concord, which was named after Moody Currier, a member of the Governor's council, who afterward became Governor.

Ninth Regiment Volunteer Infantry—The record of the 9th New Hampshire is one of arduous campaigns, followed by comparative rest. It suffered in battle at Antietam and Fredericksburg, and in the mud at Falmouth; was cheered by the comforts of Newport News, and feasted in Kentucky; had its ranks depleted by disease in Mississippi, and returning to the Blue Grass region, recuperated for the hazardous march over the mountains of East Tennessee. At Annapolis it welcomed recruits and convalescents, in preparation for the bloody ordeals of Spottsylvania, the "Mine," and Poplar Springs Church, and for the wearisome waiting before Petersburg.

Recruiting for the 9th began in May, 1862. The 6th, 7th, and 8th regiments, organized in the latter part of 1861, had taken almost all the available men, and the mission of the officers who recruited the 9th was difficult; but, nevertheless, by July 31 many recruits had been mustered in at "Camp Colby," Concord, and the organization was completed August 23.

The 9th Regiment was commanded by Colonel Enoch Q. Fellows, of Sanbornton, who resigned as Colonel of the 3d Regiment in order to accept this command. After the battle of Antietam, he resigned on account of ill health, and after the war was prominent in the revenue service. He was succeeded as colonel of the 9th Regiment by Herbert B. Titus, of Chesterfield, who had been a school teacher. He was wounded at the battle of Antietam.

Tenth Regiment Volunteer Infantry—The regiment was organized under the call of July 1, 1862, for 300,000 men. One company was recruited at Nashua and vicinity; one at Portsmouth; one at Andover and Wilmot; one at Farmington and Dover, while Manchester furnished the larger part of six companies. Captain Michael T. Donohoe, then an officer of the 3d New Hampshire Regiment, was appointed colonel and Hon. John Coughlin, who resigned his seat in the New Hampshire Legislature to accept, was appointed lieutenant-colonel. Manchester was selected as the rendezvous and the camp was named "Camp Pillsbury." Companies began to arrive on the 20th of August and on the 5th of September, 1862, the regiment was mustered into service of the United States.

September 22 the regiment embarked by rail and arrived at Washington on the 25th; en route one man was killed and several injured by a collision of trains near Baltimore.

On the evening of the 26th the regiment crossed the Potomac River via Long Bridge to "Camp Chase" on Arlington Heights, being assigned temporarily to Casey's Division, Defenses of Washington.

Eleventh Regiment Volunteer Infantry—The 11th New Hampshire Regiment of volunteer infantry was recruited in August, 1862. The field and staff, consisting of Colonel Walter Harriman, Major Moses N. Collins, Adjutant Charles R. Morrison, Q. M. James F. Briggs, Surgeon Jonathan S. Ross, Assistant Surgeon John A. Hayes, Chaplain Frank A. Stratton, were mustered into the service of the United States September 2, 1862, and on the 9th of the same month Moses N. Collins was mustered as lieutenant-colonel and Evarts W. Farr was mustered as major.

The several companies of the regiment were mustered into the service from August 28, to September 3, 1862, and the officers of the companies received their commissions September 4, 1862. The regiment consisted of 1,006 officers and men.

The 11th Regiment was mustered out of the United States service on the 4th of June, 1865, and immediately started for home, arriving at Concord on the afternoon of the 7th, meeting with a hearty reception in the State House yard. On the 10th the regiment was paid off and formally discharged. By order of the commanding general of the army, for meritorious conduct in battle, the 11th Regiment inscribed upon its banner: "Fredericksburg, Vicksburg, Jackson, East Tennessee, the Wilderness,

Spottsylvania, North Anna, Cold Harbor, Weldon Railroad, Poplar Grove Church, Hatcher's Run, Petersburg."

The colonel of the 11th Regiment was Walter Harriman of Warner, who was a candidate for Governor during the Civil War and elected after the war first as secretary of State and then as Governor.

Twelfth Regiment Volunteer Infantry—This regiment sprang into potential existence in about three days, and for three years lacking only three months it served in the armies of the Potomac and the James, where, by a loss of more than one-third of its members in killed and wounded, it made for itself a record of valor and sacrifice unsurpassed, if equalled, by any other regiment of infantry in the Union Army.

To the memory and honor of Colonels George W. Stevens and Thomas J. Whipple, of Laconia, more than to any other two or ten persons, belongs the credit of raising the regiment—to the former, for originating the idea of raising it in Belknap County and adjoining towns, upon certain conditions precedent to be granted by Governor Berry, provided it should be ready for muster within ten days; and to the latter, assisted by his able coadjutor, for his great and successful efforts, as an orator, in so arousing the people to a proper sense of their duty and danger as to raise it in so short a time.

The long and bitter contest between Governor Berry and his advisers on one side, and Colonel Whipple and his friends, including the whole regiment and many prominent men of the State, on the other side, concerning who should be commissioned colonel, finally ended in the rejection of both Whipple and Stevens, whom the regiment had chosen to lead them, and the selection by the Governor of Joseph H. Potter, of Concord, then captain in the 7th United States Regiment, and John F. Marsh, of Nashua, a captain in the 6th Wisconsin Volunteers, for colonel and lieutenant-colonel of the regiment.

The companies rendezvoused and were mustered into the United States service as they arrived at "Camp Belknap," on Concord plains, and left there for Washington September 27, 1862.

More, perhaps, than any other regiment from the State, from having a greater proportion of the "sons of the soil," they represented the brawn if not the brain, of its mountains and hills, and soon received the name of "The New Hampshire Mountaineers."

Arriving at Washington on the morning of the 29th, the regiment went into camp the same day upon Arlington Heights, Virginia, about seven miles from the Capitol, where it remained under constant drill until the 17th of October, when it proceeded by rail to Knoxville, Maryland; and nine days later, the 26th, it crossed the Potomac at Berlin, and became a part of the great moving column of Union soldiers known as the Army of the Potomac.

Thirteenth Regiment Volunteer Infantry—This regiment volunteered under the call of July 1, 1862, for 300,000 men. Gathered personally by their officers to be, two companies each were formed in Rockingham, Hillsborough, and Strafford counties; and one each in Grafton, Merrimack, Carroll, and Coös—all coming into Camp Colby, near Concord, between September 11 and 15. The muster-in of the rank and file was completed on September 20 and of the field and staff, with the exception of Assistant-Surgeon John Sullivan, on September 23.

This was at first almost wholly a regiment of native Americans and of New Hampshire's representative young men, many of them lineal descendants of the patriots of 1776 who fought in the Revolution. The average age was a little under 25 years, average height five feet and eight inches, and the most were of the dark blond type. Its companies were fellow townsmen, and its members were in almost every trade and calling. The detachments, at the front, of its officers and men, upon special and staff duties, because of their intelligence and efficiency, were very numerous—exceeding that of any regiment near and associated with it in the service.

The 13th Regiment was commanded by Colonel Aaron F. Stevens, who was born in Derry. At the close of the war he became a member of Congress. The regiment participated in Fredericksburg and eight other important battles. The actual number of its engagements was above 20, not to mention days and days of skirmishing, picket-firing, and intrenching. No one of its officers deserted, was reprimanded, cashiered, or dismissed the service; and it maintained by its acts that character for efficiency, patriotism, intelligence, bravery, and trustworthiness, which made it surely one of the American Nation's most prominent historic regiments.

Fourteenth Regiment Volunteer Infantry—The 14th was the last long term regiment furnished by New Hampshire. It was recruited mostly from the central and southwestern sections, Cheshire County raising five companies. The chief recruiting officers were: Company A—F. T. Barker; B—J. G. Johnson, A. M. Adams; D—C. W. Hodgdon, J. N. Brown; I—S. Clogston, D. F. Pike; C—A. D. Coombs; F—G. W. Pierce, J. H. Goodwin, E. Brown; H—W. E. Buntin, A. H. Sawyer, W. H. Sargent, M. M. Holmes; K—O. H. Marston, J. N. Snell; E—E. Brown, D. Sessions, William Cobleigh; G—C. F. Webster, S. A. Carter, Rev. S. L. Gerould. The towns with the largest quotas in the different companies were: Company A—Hinsdale, Westmoreland, Dublin; B—Walpole, Charlestown, Marlow; D—Weare, Seabrook, Deering; I—Cornish, Newport, Grantham, Claremont; C.—Keene, Swanzey, Marlborough, Fitzwilliam; F—Winchester, Chesterfield, Richmond, Milan; H—Chichester, Dunbarton, Concord, Bow; K—Sandwich, Pembroke; E—Lancaster, Dummer, Northumberland; G—Jaffrey, Keene, Dublin, Stoddard.

Company H was peculiar in being drawn from 20 towns, and in containing 12 pairs of brothers.

The 14th, 967 officers and men, under Colonel Robert Wilson, left the State October 18, reached Washington the 20th, and camped in shelter tents on East Capitol Hill. An immediate assignment to Grover's Independent Brigade sent the regiment into the arduous service of defending the Potomac, above Washington, against guerrilla incursions.

The 14th had three colonels—Robert Wilson, Alexander Gardiner, Carroll D. Wright; two lieutenant-colonels—Tileston A. Barker, Oliver H. Marston; three majors—Samuel A. Duncan, Alexander Gardiner, Flavel L. Tolman; three adjutants—Alexander Gardiner, Carroll D. Wright, L. Warren Wright.

Several members of the regiment acquired distinction outside of the organization. Captain S. A. Carter served honorably on the staff of General E. W. Hincks; Adjutant C. D. Wright was acting assistant adjutant-general on General Birge's staff; Lieutenant Stark Fellows became the brilliant colonel of the 2d United States Colored Troops; Major S. A. Duncan passed "No. 1 in class 1," and got a colonelcy in the United States Colored Troops, coming out of the war brevet major-general of volunteers.

While in Augusta the 14th had in custody Jeff Davis, just captured by Wilson's cavalry.

The colors of the 14th were waved over Sumter when Anderson raised again the flag he hauled down four years before.

The regiment made four sea voyages, traveled 15,000 miles, and served in seven States of the Confederacy.

The 14th Regiment lost by death above 200 men and officers. Seventy of these fell in battle or died of their wounds. The remainder sank under disease brought on in the discharge of their duty, in unhealthy climates, and among them were many valuable and beloved officers.

The Governor and Council caused a suitable monument to be erected near Winchester, Virginia. It was dedicated on the 9th of April, 1866, with impressive ceremonies, and bears this inscription:

"New Hampshire erects this monument to the memory of her brave sons of the Fourteenth Regiment, who fell in battle, September 19th, 1864, upon this field, and are here buried in one common grave."

Fifteenth Regiment Volunteer Infantry—The 15th New Hampshire Regiment was mustered into the United States service in the State House yard, at Concord, Governor Berry presenting the colors, on the 12th day of November, 1862. This was the very darkest period of the war. It was the first regiment of New Hampshire's quota in response to President Lincoln's call for 300,000 nine months' men. It included many men who were too young to enter the service at the outbreak of hostilities, but who had since become of military age.

On the morning of the 13th of November the regiment proceeded, by way of Worcester and Norwich and the Norwich line of steamers, to New York. The regiment marched from the boat to Long Island, passing a cold and blustering night on and about the seats of the "Union race-course." Here the regiment joined the forces of the secret expedition of N. P. Banks, which, as was afterwards proved, was destined for New Orleans and operations on the lower Mississippi. The regiment spent 19 days on transports.

The 15th Regiment was commanded by John W. Kingman, of Durham, as colonel, and all the officers of the regiment before leaving New Hampshire signed a regimental temperance pledge. This regiment was the only one engaged in the campaign around New Orleans that never had a man or officer arrested by the provost marshals.

After the war Colonel Kingman became judge of the Supreme Court of Wyoming. The regiment suffered heavily at the siege of Port Hudson, so that when it was mustered out, only 30 officers and 450 men were fit for duty out of 732 men.

Sixteenth Regiment Volunteer Infantry—The 16th New Hampshire Regiment was the second to respond to President Lincoln's call for 300,000 volunteers for nine months. Many of its members were young —sons of those already at the front. Nearly all were sons and citizens of New Hampshire. How well they did their work and how much they suffered from the hardships of army life and the effects of the malarial swamps of Louisiana, must be left untold. The 16th Regiment was commanded by Colonel James Pike, who had been a member of Congress and a Methodist minister.

The regiment manoeuvred around Port Hudson and then sailed down to New Orleans. It held the city of Brashear City and later a fort in the defences of New Orleans. In six weeks at this fort the regiment was reduced from 600 guns to 216.

Seventeenth Regiment Volunteer Infantry—The history of the 17th Regiment of Infantry is peculiar, as it tells of patient service and weary waiting for thirty years before it received justice, which finally came by the high authority of an act of the Federal Congress defining its status and recognizing the full rank of its commander. The 17th has been accorded fraternal recognition by the other military organizations of the State, and its name is on the memorial stone at The Weirs.

It did its full duty amid surroundings that taxed the patience and zeal of officers and men, and its history should be fully recorded among those of the other commands that upheld the fame of the State during the great contest that saved the Union.

"Under the call of President Lincoln, dated August 4, 1862, for 300,000 volunteers, the State of New Hampshire was required to organ-

ize three regiments, one in each of the Congressional Districts of the State, and field officers were appointed by the Governor for each regiment, with the understanding that the recruits enlisted in the three districts were to belong to the 15th, 16th, and 17th regiments of New Hampshire volunteers respectively. On the 23d day of October, 1862, Henry O. Kent, of Lancaster, in the Third Congressional District, was by the Governor duly appointed and commissioned colonel of the 17th Regiment, and proceeded to raise troops and to organize the regiment from that district.

"Under this arrangement there were enlisted 791 men from the Third District who belonged, by the assignment referred to, in Colonel Kent's command. The 15th and 16th Regiments assigned to the First and Second districts not being filled, by reason of the failure of some of the towns to raise their quotas, and there being great pressure for troops in the field, made by the War Department upon the State authorities, it was determined by the latter to transfer men raised in the Third District for Colonel Kent's regiment, to the 15th and 16th, thereby completing those regiments and hurrying them to the front. This was accordingly done, leaving Colonel Kent with but a small proportion of his men.

"The 15th and 16th left the State in the month of November, 1862. Colonel Kent's regimental organization occupied the camp vacated by the 15th, and continued there under his command from the 19th day of November, 1862, until the 16th day of April, 1863, excepting while a portion of the men were furloughed to save expense. Great exertions were made to fill the regiment by Colonel Kent, who was an able, accomplished, and popular officer; but owing to the extreme depletion of the arms-bearing population of the State and the necessity of filling the ranks of the older regiments, which was continually being done, it was found to be impossible to thus complete his regiment.

"Thereupon various efforts were made to obtain service for the regimental organization as it stood, but it was finally determined on full consultation with the President and Secretary Cameron that it would be better to transfer the Seventeenth bodily into the ranks of the 2d New Hampshire Volunteers; and this was accordingly done, with the exception of the commissioned and non-commissioned officers, who were mustered out under an existing General Order. They served out their unexpired time as soldiers of the 17th New Hampshire Volunteers under the command of the officers, and as a part of the 2d Regiment. As such they participated in the battle of Gettysburg, and were thanked by Colonel Bailey, of the 2d New Hampshire Volunteers, for the disciplined valor they displayed in that decisive battle of the war by a regimental order, in which great praise was bestowed upon Colonel Kent and his officers of the 17th for the unusual skill, steadiness, and efficiency of their deportment in the field.

"Subsequent to the organization of the 15th and 16th regiments, one full company and part of another, in all about 125 men, were added to the 17th Regiment from the other Congressional districts, who with the 791 men belonging to Colonel Kent's regiment, as enlisted from the Third District, would have made the total number under his command 916 men—considerably more than the number entitling him to muster into the service of the United States as colonel of the regiment."

Eighteenth Regiment Volunteer Infantry—Six companies of this regiment were raised under the call of the President July 18, 1864. They joined the Engineer Brigade, commanded by General Benham, at City Point, Va., October 4, 1864. Charles H. Bell, of Exeter, was appointed colonel, and James W. Carr, of Manchester, lieutenant-colonel, but both declined the commissions. October 13, Joseph M. Clough, of New London, a captain in the 4th New Hampshire Volunteers, was commissioned lieutenant-colonel, and William I. Brown, of Fisherville, then adjutant of the 9th New Hampshire Volunteers, was commissioned major, and in the same month they joined the first six companies at City Point. Although the quota of the State, under the call of July 18, was completed, Governor Gilmore, by proclamation, October 13, caused enlistments for the last four companies to proceed in advance of the next call of the President of December 19, under which proclamation and call the regiment was completed. The members were almost entirely citizens of the State. A good many of them had seen service in other organizations.

January 17, 1865, Thomas L. Livermore, of Milford, then major of the 5th New Hampshire Volunteers, and acting assistant inspector-general of the 2d Army Corps, on the staff of Major-General Humphries, was commissioned colonel. His muster was deferred under the regulation of the War Department that a regiment should not be entitled to a colonel until it had ten companies. Companies G and H joined the regiment at City Point in February, and Company I joined at Petersburg, in March. The tenth company (K) was mustered into service April 6, but on account of Lee's surrender, was detained at Galloup's Island, Boston Harbor, until May 6, when it was mustered out of service.

First Regiment Volunteer Heavy Artillery—On August 19, 1864, the Governor of New Hampshire was authorized by the War Department to raise a battalion of at least four companies of heavy artillery, and on September 20, to raise a full regiment of twelve companies, which was done by adding to it the 1st New Hampshire Volunteer Light Battery, which became Company M, but which was detached and continued to serve as a light battery. Charles H. Long, of Claremont, was commissioned colonel of this regiment, on September 29, 1864. In the regimental organization the first and second companies New Hampshire Volun-

teer Heavy Artillery, were designated as Companies A and B respectively.

The companies, as fast as organized, were ordered to Washington and assigned to duty under the direction of Major-General Auger. During the winter of 1864-65 and until the muster out of the regiment, it garrisoned a line of works in the defenses of Washington, ten miles in extent. About fifty men were detailed each day for picket duty in front of the line of fortifications. The duty of the regiment was important to the safety of the capital of the Nation and oftentimes arduous.

First Volunteer Light Battery—The State of New Hampshire furnished only one light battery, which was recruited entirely in Manchester by Frederick M. Edgell and Edwin H. Hobbs, in the autumn of 1861.

The battery was commanded by Captain George A. Gerrish, formerly a lieutenant of Captain Nims' battery, of Boston, Massachusetts, with Frederick M. Edgell and Edwin H. Hobbs as first lieutenants, John Wadleigh and Henry F. Condict as second lieutenants.

The company consisted of a six-gun battery of rifled brass pieces, manufactured at South Boston, Massachusetts, with 155 men and 115 horses.

In June, 1863, the battery moved as a part of Hooker's army against General Lee, making one march of 32 miles in 12 hours. On June 29, 1863, the battery was in action at Gettysburg, being in the thick of the cannonading on Cemetery Hill. It lost four men, three horses and one gun, and fired 353 rounds of ammunition. When General Lee fell back into Virginia the battery moved with the rest of the army across the Potomac River. It fought in the battles of Brandy Station and Wine Run, and spent the winter at Brandy Station, Virginia.

On May 6, 1864, it took part in the battle of the Wilderness and at Po River, Spottsylvania and North Anna River. It also fought at Cold Harbor on June 3, and then moved to the siege of Petersburg, marching 150 miles and being engaged 18 days in action. It fought at Petersburg from July 30 to August 21, being in action 20 days. On September 25, 1864, 50 of the regiment men and four officers were mustered out; 42 men reënlisted.

On November 5, 1864, the organization was transferred to the 1st Regiment of New Hampshire heavy artillery. At the close of the war the battery took part in the grand review at Washington and then returned to Manchester on June 5, 1865, having served three years and nine months.

First Regiment Volunteer Cavalry—The 1st New England Cavalry was the first full regiment of this arm of the service raised in New England. The regiment was composed of three battalions. The 1st and 3d were enlisted in Rhode Island and the 2d in New Hampshire.

The New Hampshire Battalion—Companies I, K, L, and M—was recruited mostly from the northern and central portions of the State, but enlistments for mounted service came quickly from all sections.

The first rendezvous was at the Fair Grounds, near Concord, east of the river, in the fall of 1861, where the battalion organization was completed, mustered into service, and horses supplied.

The New Hampshire Battalion joined the two Rhode Island Battalions at Pawtucket, Rhode Island, January 22, 1862, where the regimental organization was perfected.

In February, 1864, the four companies of cavalry from New Hampshire, which had been attached to the 1st Rhode Island Cavalry, returned to Concord to recruit a regiment, and as soon as the old battalion and Companies A, B, and C were mustered, the seven companies were ordered to Washington, reaching there April 25, 1864, going into camp at Camp Stoneman, Giesborough Point.

Dartmouth Cavalry—The Dartmouth Cavalry stands unique among all the military forces contributed by the colleges of this country. Dartmouth is the only college that furnished anything of the kind, and has just occasion to feel proud of that company of cavalrymen.

The idea of forming such a company was conceived by a member of the class of 1863, Sanford S. Burr, who became captain of it after it was organized. In May, 1862, Captain Burr began to talk about raising a company of cavalry. The war spirit ran high at that time. The North was threatened with an invasion, the capital of the country was regarded as in great danger of being captured by forces of General Lee, and the whole body of college students was deeply stirred. President Lincoln had issued a call for 40,000 men for three months, when Captain Burr took hold of the matter in earnest and got a hundred students pledged to join a company for three months, in response to the President's call. He then applied to the Governor of New Hampshire to accept such a company when ready to be mustered into the service; the Governor declined. A similar application was made to the Governors of Massachusetts and Maine, with no better success. He then applied to Governor Sprague, of Rhode Island, and obtained a promise to accept the company if raised immediately. This was in June, when Hanover was in all of its beauty of scenery that inspires and delights. The boys were continually discussing the question, but feared they could not get a chance for the company to be accepted. While they were in this state of mind the joy they expressed can better be imagined than described when Captain Burr received a telegram from Governor Sprague that he would accept the company. The news spread rapidly, and the whole college was stirred as never before. Parents began to be alarmed lest their young sons should enlist and be off for the war before they could reach them with letters forbidding rash and inconsiderate action. President Lord and

the faculty counselled against it, also, on the ground that it would be more beneficial to the students to keep to their books than to go to the war. These influences tended to dampen the ardor of many of the students when the time actually came to enroll their names, so finally it was found necessary to admit a few from Norwich University, then just across the Connecticut River from Hanover, a few from Union, Bowdoin, and one or two other colleges, with a contingent from Woodstock, Vermont, not connected with any college.

At the time the company was being organized there was no recruiting going on in Vermont. When some of the college boys appeared in Woodstock for recruits for the cavalry company, John S. Eaton, of that town, and William S. Dewey, of Hartford, were earnest and enthusiastic in meeting the call, both joining the company and persuading others to join. There being no opportunity to enlist in Vermont at the time, and this appearing to be the only chance to go to war, the boys thought best to improve it.

Strafford Guards—A permanent organization of this company was effected at Dover in October, 1822, and in the spring of the next year the company became a part of the State Militia, being styled the 1st Company Light Infantry, 2d Regiment, 2d Brigade, 2d Division, New Hampshire Volunteer State Militia. During the summer of 1824 the company acted as escort to the Marquis de Lafayette, on the occasion of his visit to Dover. The company was incorporated under the name of the Strafford Guards by act of Legislature, approved June 27, 1835. On the 5th of May, 1864, in pursuance of telegraphic instructions from Major-General John A. Dix, commanding the Department of the East, dated April 24, 1864, the company was mustered into the service of the United States for the period of 60 days, and sent to Fort Constitution, at New Castle, to assist in relieving the 1st Company New Hampshire Volunteer Heavy Artillery, which had been ordered to the front. July 28, 1864, it was mustered out of the United States service. On the 26th of September, 1866, the company became Company A, 2d Regiment, New Hampshire Volunteer State Militia. During the year ending May, 1878, the 1st and 2d regiments were reorganized and the Strafford Guards became Company A, 1st Regiment, New Hampshire National Guard.

National Guards—This company was organized at Manchester about the first of September, 1863, as of the New Hampshire Militia. It participated in the encampment of the militia near Manchester, October 14 and 15, 1863, and in March, 1864, was sent to Goffstown to preserve order during the election. On the 9th of May, in pursuance of telegraphic instructions from Major-General John A. Dix, commanding the Department of the East, dated April 24, 1864, it was mustered into the service of the United States for the period of 60 days, and sent to Fort Constitu-

tion at New Castle, to assist in relieving the 1st Company New Hampshire Volunteer Heavy Artillery, which had been ordered to the front. July 27, 1864, it was mustered out of the United States service. The company continued as a militia company, becoming Company B of the 1st Regiment, New Hampshire Volunteer State Militia on the 24th of September, 1866, and was disbanded during the year ending May 20, 1869.

Martin Guards—This company was organized at Manchester, in consequence of instructions from Major-General John A. Dix, commanding the Department of the East, dated June 30, 1864, directing that two companies of militia be mustered into the service of the United States for the period of 90 days, to assist in relieving the National Guards and Strafford Guards at Fort Constitution. The company was mustered in July, 25, and during its term of service formed a part of the garrison at Fort Constitution. It was mustered out September 16, and on the 24th left for Manchester. A large number of the members of the company reënlisted in Company K, 1st Regiment New Hampshire Volunteer Heavy Artillery.

First Regiment Volunteer Sharpshooters—Soon after the President issued the call for troops to serve three years, Hiram Berdan, of New York, a native of New Hampshire, conceived the idea of raising a corps of sharpshooters, to be used, as the name implies, as skirmishers and sharpshooters. He presented his plan to the President and Secretary of War, who expressed but little confidence in it. He persisted in his efforts, and on June 15, 1861, he received permission to raise a regiment, provided it be done within 90 days. Knowing that it would be impossible to raise a regiment in any one State, he immediately sent circulars to the Adjutant Generals of the loyal States, stating the qualifications necessary for enlistment "that no man shall be accepted who cannot, at two hundred yards, put ten consecutive shots into a ten-inch ring, or a string measurement of fifty inches. Each man could choose his rifle, and the government would allow sixty dollars for it." A few furnished their own rifles, but the most preferred that the government should do it.

Recruiting offices were opened in different parts of the State, and September 9, 1861, the first company was mustered into the United States service at Concord, with Amos B. Jones as captain. Two days later they were ordered to Weehawken, New Jersey; on September 15, 1861, were sent to Washington, D. C., with the companies which had arrived there, and joined the 1st Berdan's United States Sharpshooters.

The uniform was dark green cap, coat, and trousers, leather leggings, gray felt havelock-shaped hat and gray overcoat. The latter was very good to keep out the rain, but might provoke a shot from the rear when in field service, and was soon dispensed with. The knapsack was of French pattern, made of leather tanned with the hair on, with a tin dish for cooking on the outside.

Lafayette Artillery—This company was organized at Peterborough in 1804. As early as 1814 it became a part of the State militia and was known as the Company of Artillery in the 22d Regiment, 4th Brigade, 3d Division, New Hampshire Volunteer State Militia. Under the law men could enlist for this company from any place within the limits of the regiment. In 1833, as a result of trouble in electing officers, the headquarters of the company were transferred to Lyndeborough. The company was incorporated under the name of the Lafayette Artillery, January 13, 1837. On the 1st of August, 1864, in pursuance of instructions from Major-General John A. Dix, commanding the Department of the East, dated June 30, 1864, the company was mustered into the service of the United States for the period of 90 days, and sent to Fort Constitution to assist in relieving the National Guards and Strafford Guards. On the 23d of September, 1864, the company was mustered out of the United States service. September 24, 1866, the company was assigned to the 1st Regiment, New Hampshire Volunteer State Militia, and designated as the First Company Artillery (unattached), Lafayette Artillery. During the year ending May 20, 1870, it became Company A of the same regiment, and during the year ending May 1, 1878, it became Company A of the 2d Regiment. The company was disbanded as a company of the New Hampshire National Guard, August 24, 1881, but by act of Legislature approved August 21, 1883, it was authorized to retain and use the arms, uniforms, and equipments belonging to the State, and to receive from the State an amount not exceeding $100 annually for armory rent.

Losses of New Hampshire Units—The 5th Regiment lost the greatest number of men killed, though the 12th suffered most heavily in proportion to its numbers, losing over one-tenth of its members on the field, while the loss of the 5th was less than one-twelfth. The 1st 16th and 17th regiments lost no men killed in battle. The 9th lost the greatest absolute number, but the 16th the greatest percentage by disease. The deaths in the latter amounted to over 20 per cent., notwithstanding it was never in an engagement. The number of desertions varied with the number and character of the recruits received in the latter months of war. Many deserted on their way to the field and never reached the regiment to which they were assigned.

The authorities of the State looked well to the needs of her soldiers under all circumstances. Colonel Frank E. Howe, of the city of New York, and Robert R. Carson, of Philadelphia, were early appointed agents to look after, provide and care for the sick and wounded soldiers of New Hampshire who were in hospitals or passing through these cities, and each forwarded monthly reports of names, disability and deaths in the several hospitals, and other important facts in relation to soldiers coming under their observation. Other agents were appointed

and sent to army hospitals and battlefields to look after the sick and wounded and bury the dead.

Benjamin F. Butler—Many of the most prominent officers who fought in the Union armies and in the navy were native sons of New Hampshire, although their service in the war is credited to other States.

General Benjamin Franklin Butler was born in Deerfield November 5, 1818, and he it was who refused to return the negroes to their Southern masters because they were "contraband of war." He commanded the Union troops at New Orleans, and after the war became Democratic Governor of Massachusetts. A portrait of General Butler hangs in the State House.

John G. Foster—General John G. Foster was born at Whitefield, May 27, 1823, and educated at West Point. He served in the Mexican War and rose in the Civil War to be a major-general. He conducted submarine operations in Portsmouth harbor. After the war he lived at Nashua and died there September 2, 1874. In 1927 the Legislature appropriated money to buy an oil painting of General Foster.

Fitz-John Porter—General Fitz-John Porter was born in Portsmouth in 1822 and educated at West Point. He served in the Mexican War and became a brigadier-general in the Civil War. In 1862 he was court-martialed for disobedience at the battle of Bull Run and disqualified from ever holding any office, civil or military. For 25 years after the war an effort was made to vindicate him, and General Grant was convinced that injustice had been done him. In 1886 Congress restored his name to the army rolls, and his memory is honored with an equestrian statue at Portsmouth.

Christopher C. Andrews—Christopher Columbus Andrews, who was born in Hillsborough October 27, 1829, and educated at Francestown Academy, served as a soldier from Minnesota and rose to the rank of major-general. After the war he became consul general to Brazil.

John D. Webster—John D. Webster, a native of Hampton and born August 25, 1811, was a graduate of Dartmouth College and a lieutenant in the Mexican War. In the Civil War he was chief of staff under General Grant and General Sherman, and Military Governor of Memphis.

Edward E. Cross—Colonel Edward E. Cross, of Lancaster, was a newspaper man in Cincinnati and became one of the pioneers in mining operations in Arizona. When the war broke out he returned to New Hampshire and organized the fighting 5th, and was wounded at the battle of Fredericksburg.

John B. Sanborn—John B. Sanborn, of Epsom, also a graduate of Dartmouth, was adjutant-general of Minnesota and equipped the first

five regiments that went from that State. In 1861 he led a regiment himself and fought under Grant at Vicksburg.

Edgar A. Kimball—Edgar A. Kimball, of Pembroke, a newspaper man on the New York "Herald," became a major in the 9th New York Regiment, and was killed in 1863 by the colonel of another New York regiment.

Byron McCutcheon—Another Pembroke native was Byron McCutcheon, who was educated at Pembroke Academy and the University of Michigan, and rose to the rank of brigadier-general in the Michigan troops. After the war he served six years as a Congressman from Michigan.

Franklin F. Flint—Franklin F. Flint was born at Walpole and educated at West Point and rose to the rank of colonel in the 4th United States Infantry.

Benjamin F. Kelly—Benjamin F. Kelly was born in New Hampton April 10, 1807, and raised the first Union regiment south of the Mason and Dixon line. He later became major-general.

Everett F. Dutton—Everett F. Dutton was born in Claremont and became colonel of an Illinois regiment.

Fontaine F. Brodhead—Fontaine F. Brodhead was born in Newfields December 5, 1820, a son of the Rev. John Brodhead, who was a member of Congress from New Hampshire. The son was educated at Exeter Academy and Harvard College and raised a regiment of cavalry in Michigan and became its colonel. He died of wounds received in the battle of Bull Run.

Reuben D. Mussey—Reuben D. Mussey was born in Hanover May 30, 1833, and was a newspaper man by profession. He organized the Henry Clay Guards for the defense of Washington, and afterward became a colonel of colored troops. After the war he was military secretary to President Andrew Johnson.

George E. Belknap—George E. Belknap was a native of Newport, born January 22, 1832, and served throughout the war in the navy. After the war he rose to the rank of rear-admiral and commanded the Asiatic squadron and was superintendent of the Naval Observatory at Washington. He died in 1903.

Henry L. Patten—Henry L. Patten was born in Kingston in 1836 and educated at Harvard College. He became a major in a Massachusetts regiment and died from wounds received at Deep Bottom, where he lost a leg.

Joshua H. Gove—Joshua H. Gove was a native of Weare and became colonel of a Massachusetts regiment and was killed in action in Virginia. His portrait hangs in the State House.

Tunis A. M. Craven—Tunis A. M. Craven was born in Portsmouth and commanded a ship at the battle of Mobile Bay. The ship was blown up by a torpedo and he went down with it.

Charles E. Blunt—Charles E. Blunt, another native of Portsmouth, was educated at West Point and became colonel in the regular army. After the war he had charge of harbor improvements and defense in Portsmouth harbor.

R. N. Batchelder—Richard N. Batchelder was born in Meredith in what is now the city of Laconia and educated at Manchester, where his father was a railroad man. He became chief quartermaster of the Army of the Potomac with the rank of colonel and had charge of 5,000 wagons and 27,000 horses and mules. After the war he was made quartermaster-general of the army.

George H. Wadleigh—George H. Wadleigh was born in Dover September 28, 1842, and educated at the Annapolis Naval Academy. He served at the battle of Mobile Bay and commanded the Alliance, which went on a special cruise into the Arctic Ocean in search of the Jeannette. He afterward had charge of the navy yard at Boston and lived in Dover.

John G. Walker—John G. Walker was born in Hillsborough March 20, 1835, and his uncle was Governor of Iowa. He commanded a gunboat at the capture of Wilmington, North Carolina, and after the war he rose to the rank of rear-admiral of the North Atlantic squadron. He died in 1907.

George W. Gile—George W. Gile a native of Bethlehem, became a colonel in a Pennsylvania regiment and was wounded at Antietam.

George H. Perkins—George H. Perkins was born in Hopkinton December 20, 1826, a son of Judge Hamilton Perkins. He was a graduate of Annapolis Naval Academy and served with Farragut on the lower Mississippi River. His ship was the first to pass the enemy's guns, being hit 32 times from the forts and later 14 times more from batteries farther up the river. Later in the war he ran the batteries at Port Hudson and in many other engagements distinguished himself as a naval officer. He served 40 years in the navy, and on May 9, 1896, Congress passed a special act promoting him to the rank of commodore. After the war he established a beautiful estate in Webster, New Hampshire, of 1,800 acres, and died in Boston October 28, 1899. Before the New Hampshire State House was remodeled in 1908 a bronze statue of Com-

modore Perkins was erected on the west side of the capitol building, facing the Concord post office.

George F. French—Dr. George F. French, a native of Dover and a graduate of Harvard College, served on General Grant's staff and accompanied General Sherman in his march through Georgia to the sea. He established a field hospital in Georgia of 3,500 beds, and one in Atlanta of 5,000 beds, and became surgeon in chief of an army corps.

Enoch G. Parrott—Enoch G. Parrott was born in Portsmouth and became a naval commander. He was in command at the attack on Fort Fisher and at the surrender of Charleston and after the war rose to the rank of rear-admiral.

Alpheus B. Crosby—Alpheus B. Crosby was born in Gilmanton February 22, 1832, a son of Professor Dixi Crosby, who was professor of surgery at the Dartmouth Medical College. The son was educated at Dartmouth and entered the war as a surgeon of the 1st New Hampshire Regiment. He rose to the rank of medical director on the staffs of four different generals, and after the war in 1870 he succeeded his father as professor of surgery at Dartmouth, in which he became one of the most eminent teachers in the country.

James E. Thornton—James E. Thornton, of Merrimack, was born February 25, 1827, a descendant of Matthew Thornton, one of the signers of the Declaration of Independence. He was executive officer on Admiral Farragut's flagship and became the commander at the battle of Mobile Bay. He was also executive officer on the Kearsarge, which sank the Alabama off the coast of France in 1864, when special trains ran from Paris to see the fight. After the war he became commandant at the Portsmouth Navy Yard.

Charles W. Pickering—Charles W. Pickering, a native of Portsmouth, had command of the Kearsarge at one time and afterward commanded the Housatonic when she was blown up by a torpedo at Charleston, South Carolina, February 17, 1865. After the war he became a commodore.

John M. Brown—John M. Brown was born in Hinsdale in 1831 and educated at the Harvard Medical School. He was surgeon on the Kearsarge. After the war he rose to the position of surgeon-general and chief of the bureau of medicine and surgery in the United States Army in 1888.

State Election of 1862—Civil affairs in New Hampshire were entirely overshadowed, of course, during the war, by the military operations. In 1861 there was a peace conference to try to prevent further

hostilities between the North and South and the delegates from this State were Levi Chamberlain, Asa Fowler and Amos Tuck. The conference came to nothing.

On March 2, 1862, Congress proposed an amendment to the constitution to protect the institution of slavery. The New Hampshire House of Representatives ratified the amendment, but the Senate declined to take any such action.

At the election of 1862 Governor Berry was renominated by the Republicans, and General George Stark by the Democrats. Paul J. Wheeler was an Independent Democratic candidate, who took away a few votes from General Stark, but Governor Berry was reëlected by a clear majority and the following vote:

Whole vote	62,470	George Stark, *D*	28,566
Scattering	45	Nathaniel S. Berry, *R*	32,150
Paul J. Wheeler, *I. D*	1,709		

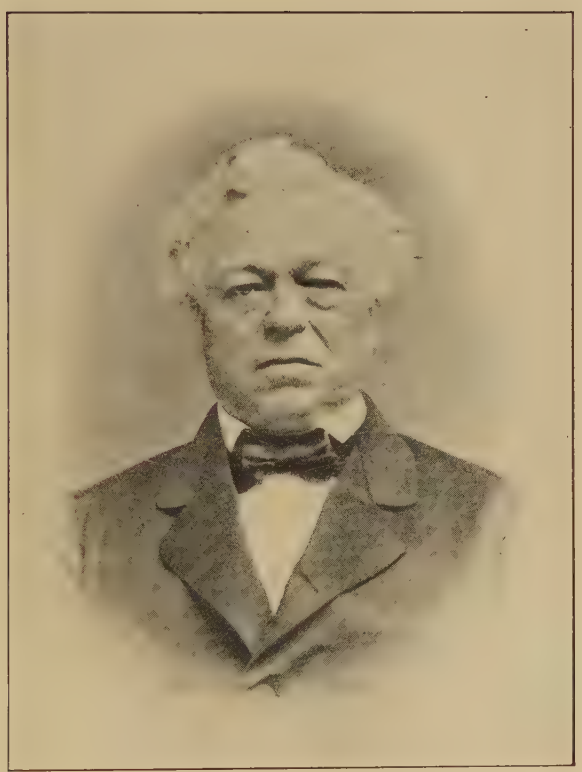
In June, 1862, the State Legislature passed resolutions endorsing the action of Congress in abolishing slavery in the District of Columbia and in the territories. Later resolutions were adopted, under the leadership of William E. Chandler, endorsing the principle of emancipation of the slaves. This was prior to President Lincoln's Proclamation of Emancipation.

Election of Governor Gilmore—At the election of 1863, the Republicans nominated former Senator Joseph A. Gilmore, of Concord, for Governor, and the Democratic party nominated Ira A. Eastman. The "Independent War Democrat" candidate was General Walter Harriman, and the vote was so close that there was no election by the people and Mr. Gilmore was chosen by the Legislature. The popular vote was:

Whole vote	66,543	Walter Harriman, *I. D*	4,372
Requisite for choice	33,272	Joseph A. Gilmore,* *R*	29,035
Scattering	363	Ira A. Eastman, *D*	32,833

Joseph Albree Gilmore—Joseph Albree Gilmore, thirty-first Governor of New Hampshire, was born at Weston, Vermont, June 10, 1811. While a mere youth he made his way to Boston, whither an elder brother (Addison Gilmore, afterwards distinguished as a railroad manager) had preceded him. Here he obtained employment in a store. At the age of twenty-one he was in business for himself, and was married to Ann Whipple, of Dunbarton, New Hampshire. On the completion of the Concord (New Hampshire) railroad (1842) he established a large wholesale grocery at Concord, which, so long as that town was the northern terminus of the New England Railroad system, did an immense business.

In 1848 Mr. Gilmore became construction agent, and subsequently was superintendent, of the Concord and Claremont railroads. Still later he became superintendent of the Manchester and Lawrence, the



GOVERNOR JOSEPH A. GILMORE, 1863-1865

Concord and other connecting roads. In 1858 Mr. Gilmore was elected a member of the Senate. In 1859 he was reëlected and made president of that body. In 1863 he received the Republican nomination for Governor, but as there was an "Independent" candidate in the field, there was no election by the people. Mr. Gilmore was, however, elected by the Legislature, although defeated in the popular vote. In the following year he was reëlected by the people, receiving 5,666 more votes than his Democratic opponent.

Mr. Gilmore became Governor at the gloomiest period in the Civil War. New Hampshire had sent to the front 15,500 men, who had been prompted to enlist mainly by patriotic motives. To meet the subsequent demands of the general government it was necessary to offer excessive bounties and even to resort to drafting. Meanwhile, there was in New Hampshire a large element bitterly opposed to the war, which could only be held in check by the sternest repressive measures. In these circumstances, Governor Gilmore raised and equipped the 18th Regiment of New Hampshire Infantry, the 1st Regiment of New Hampshire Cavalry, and the 1st Regiment of New Hampshire Heavy Artillery, besides sending recruits to other regiments which swelled the State's contribution to the Federal army from 15,500 to 33,258—a number 1,814 in excess of New Hampshire's quota. Governor Gilmore carried into the work thus imposed upon him the same enterprise, energy and enthusiasm which had characterized him as a merchant and a railroad man, and justly deserves to be remembered as one of the great war Governors.

The War Debt—The State debt increased from $30,000 in 1861 to $1,825,000 in 1863. The trials of war did not, however, prevent the State from enlarging the State House. The people of Manchester offered to build a new State House without any expense to the State, but at a cost of $500,000. The Legislature voted, however, to keep the capitol in Concord, and the city of Concord contributed $100,000 toward the enlargement.

When the draft came in 1863 for 5,053 men to fill the New Hampshire quota, there was some opposition in Portsmouth and other places, but very little violence. Where there was difficulty in getting enlistments the State paid a bounty of $100 per recruit.

Lieutenant Edgerly's Case—Andrew J. Edgerly, a lieutenant in the 4th New Hampshire Regiment, was dismissed from the army by the Secretary of War because, while on a recruiting mission in New Hampshire he campaigned for the Democratic party. The Legislature took up this case, and finally it was investigated by Congress, which passed an act giving Lieutenant Edgerly an honorable discharge. This officer

was afterwards elected to the Legislature from Haverhill in 1864, and became adjutant-general of the State under Governor James A. Weston.

Shaker Murder—Thomas Weir, of Enfield, a soldier of the 5th Regiment, was discharged from the army in May, 1862, and returned to his home in Enfield, where he had two daughters in the custody of the Shaker Society. He had difficulty in getting his daughters back from the Shakers, and on July 18 he shot Caleb N. Dyer, one of the trustees of the Shakers, and Dyer died of the wound. The soldier was convicted of murder and sentenced to be hanged, and the Legislature passed an act permitting the Governor to commute the sentence. This the Governor did and Weir remained in prison until July 18, 1880, when he was pardoned by Governor Natt Head.

State Election of 1864—The Republicans made every effort to get the soldiers to vote. A plan to have them vote by proxy was declared unconstitutional. In 1863 a soldier's voting bill was considered to permit soldiers to vote from the field of military operations, and this was declared unconstitutional by the Supreme Court. Afterward it was decided that soldiers could vote in the field for President and members of Congress, but not for State officials.

In 1864 Governor Gilmore was reëlected by a large majority at the State election over Edward W. Harrington, the Democratic mayor of Manchester, who was nominated by the Democrats. The State provided free transportation in the winter of 1864 for 390 soldiers to come home to vote. One-third of them were detained by a wash-out on the Boston and Maine Railroad at Newmarket, but the other two-thirds arrived home and voted. The result of the State election was as follows:

Whole vote	68,425	E. W. Harrington, *D.*	31,340
Scattering	79	Joseph A. Gilmore, *R.*	37,006

Reëlection of President Lincoln—At the Presidential election the soldiers' voting law was passed by the Legislature, which was declared constitutional, because it provided a franchise for federal officers only. Governor Gilmore vetoed the bill because he wanted the State Constitution amended to permit soldiers to vote for Governor. There was a bitter parliamentary fight over this, but the vetoed message was delayed until five days had elapsed and the bill became a law without the Governor's signature.

At the Presidential election 2,066 soldiers from this State voted for the reëlection of President Lincoln and 690 voted for General McClellan, the Democratic candidate. The total vote of the State was as follows:

Abraham Lincoln, Republican (elected) 36,600
George B. McClellan, Democrat 33,034
ELECTORS—William H. Y. Hackett, Daniel M. Christie, Archibald H. Dunlap, Allen Giffen, Henry O. Kent.

Anti-Slavery Amendments Ratified—The Legislature ratified the several amendments of the Federal Constitution occasioned by the war, and in August, 1864, Governor Gilmore called a special session of the Legislature to regulate the operations of the Treasury. The State at this time was hard pressed for money, and a large sum was needed to provide bounties for recruits, which, as Governor Gilmore told the Legislature "in most cases will prove a curse to our army." A new loan of $1,500,000 was authorized.

After President Lincoln had been reëlected, New Hampshire continued its prominent position with the administration. Salmon P. Chase became Chief Justice of the Supreme Court. Senator Daniel Clark became president *pro tempore* of the Senate, and when he resigned in 1866, George G. Fogg, of Concord, another Republican, was appointed to succeed him. In 1865 the term of John P. Hale as Senator expired and he became minister to Spain. His place in the Senate was taken by Aaron H. Craigin, of Lebanon, who served for the next 12 years.

Assassination of Lincoln—From the 1st to the 15th of April, 1865, great events transpired, agitating the country from one end to the other. Richmond was taken, Lee's army surrendered to General Grant at Appomattox Court House—and while the North was rejoicing at the prospect of a speedy peace and a happy issue out of our national difficulties, President Lincoln was assassinated at Ford's Theatre in Washington, where he went by special invitation, on the evening of the 14th, by John Wilkes Booth, and expired the next morning about half-past seven o'clock. The country was plunged into deep mourning. The same day Andrew Johnson, the Vice-President, was inaugurated President of the United States. In accordance with recommendation from Washington, the Governor of New Hampshire issued a proclamation suggesting that funeral obsequies be observed throughout the State on the 19th, which was obeyed by every considerable town.

President Johnson designated the 1st of June for further memorial service to the lamented Abraham Lincoln, throughout the country, and Governor Gilmore made proclamation to the people of New Hampshire accordingly. James W. Patterson, then Representative in Congress, accepted an invitation from the Governor and the honorable council to pronounce a funeral eulogy at Concord, and the people of the State were invited to assemble there and join in the ceremonies. They turned out in large numbers, including military and other organizations; the exercises agreed upon were fully, solemnly and creditably carried out, and the procession was the largest ever known in the State. It was a spontaneous expression of the sorrow of the people for the loss of a great, good and patriotic man, respected and beloved by every true American, as no other man had been since George Washington.

Members of Congress—Daniel Marcy, of Portsmouth, and James W. Patterson, of Hanover, who afterward became superintendent of public instruction, were elected to Congress and took their seats in 1863, and in 1864 General Gilman Marston, of Exeter, was again elected Congressman, after being out a year in the army, and he took his seat in 1865. Of the 690 soldiers who voted for General McClellan for President, only 157 voted for Democratic candidates for Congress. The Congressional delegation at this time had been reduced from four to three as the result of the reapportionment of 1850.

Governor Gilmore was not only anxious to have the Constitution amended to provide for the soldiers' votes, but he also wanted to reduce the size of the Legislature.

The State Constitution—The precedent established by the Legislature of 1844 in recommending certain subjects which seemed to require action by a constitutional convention was followed on several occasions during this period. The Legislature of 1860 favored calling a convention and provided that, should a convention be called, its action be limited to reducing the House of Representatives, increasing the Senate and making provision for future amendments to the constitution. The vote of the people was in favor of a convention for these purposes, but the following Legislature, which met in extra session on the Fourth of July, 1861, in response to a call by President Lincoln, postponed the whole matter on account of the war.

The following year (1862) the Legislature provided for a referendum on the expediency of calling a convention and the act stated that it was the sense of the Legislature that a convention, if called, should limit its action to the single duty of making provision for a different method of amending the constitution. The people evidently thought it was unwise to call a convention during the war, and the proposal was defeated by a majority of more than 12 to 1.

In 1864 the Legislature provided that, if a convention should be voted expedient, it should limit its action to provide for absentee voting by soldiers and sailors while in the service, to abolish the religious test for office, to reduce the House of Representatives, to increase the Senate and to provide for future amendments of the constitution by a different method. The referendum resulted, as in 1860, in a majority in favor of a convention, but the Legislature of 1865 resolved that it was inexpedient to provide at that time for calling a convention and referred the whole matter to the next Legislature.

Frederick Smyth

GOVERNOR 1865-1867

CHAPTER XXX.

FROM THE CIVIL WAR UNTIL 1879.

Administration of Governor Frederick Smyth, 1865-67—The War Debt—Ratification of the Fourteenth Federal Amendment—Patterson Elected Senator—Treatment of War Veterans—Administration of Governor Walter Harriman, 1867-69—Impeachment of President Johnson—Ashland and Tilton Incorporated—Presidential election of Grant in 1868—Administration of Governor Onslow Stearns, 1869-71—Ratification of the Fifteenth Federal Amendment—Census of 1870—Prohibition Party—Democratic Victory in 1871—Administration of Governor James A. Weston, 1871 and 1875—Administration of Governor Ezekiel A. Straw, 1872-74—Presidential Election of 1872—Career of Horace Greeley—Career of Vice-President Henry Wilson—Defeat of Senator Patterson—Harrisville Incorporated, 1870—Greenville Incorporated, 1872—Eaton Incorporated, 1876—Livermore Incorporated, 1876—Patrons of Husbandry—Democratic Victory of 1874-75—Administration of Governor Person C. Cheney, 1875-77—The "Senate Steal"—World's Fair at Philadelphia—Hitchcock's Geological Survey—Presidential Election of 1876—How Chandler Saved the Republican Party—Constitutional Convention of 1876—Administration of Governor Benjamin F. Prescott, 1877-79—New Prison Erected.

Administration of Governor Frederick Smyth—The close of the Civil War found the Republican party dominant in New Hampshire. The war had been fought to a successful conclusion and many who had previously been Democrats had become firm supporters of President Lincoln and his policies. Joseph A. Gilmore, a Republican war governor, retired at the end of his second term in 1864 and the Republican party nominated Frederick Smyth of Manchester as his successor. The Democrats named Edward W. Harrington, who had been a candidate in 1864, and who had been defeated by Governor Gilmore by a majority of more than 5,000.

At the election Mr. Smyth received 33,167 and Mr. Harrington had 27,735. The total vote was 62,218, the smallest that had been cast in the State since 1854. Mr. Harrington's vote was the smallest cast for any Democratic candidate since Nathaniel B. Baker in 1855.

Governor Smyth was born in Candia March 9, 1819. He studied in the public schools and at Phillips Exeter Academy and at the age of 20 in 1839 he moved to Manchester to become a clerk in a store. He showed marked business ability and soon became a merchant in his own right.

He took an active interest in politics as a member of the Whig party and became a Republican when the Republican party was organized. He was first city clerk and from that position rose to be mayor of Manchester for four terms. He then went to the State Legislature and in 1860 was president of the Republican State convention. Salmon P. Chase, secretary of the treasury, appointed him agent to obtain subscriptions to the war loans and during the war he was cashier of the Merrimack River Bank, which is now merged with the First National Bank of Manchester. He was a shrewd financier with implicit faith in the United States Government and his fortune was founded largely in investments in government bonds during the war. He was appointed agent for the United States of the International Exhibition at London and was made one of the jurors of that exhibition. While serving as governor he was elected by Congress to be one of the managers of the national homes for disabled soldiers and served 14 years in that capacity. Dartmouth College gave him the degree of Master of Arts. After retiring at the end of his second term as governor, he continued as a banker and financier in Manchester and in 1878 was appointed commissioner to the International Exhibition in Paris. He died at Manchester April 22, 1899, at the age of 80 years.

At the election of 1866 Governor Smyth was renominated without opposition and the Democratic candidate was John G. Sinclair. Governor Smyth increased his vote to 35,136 and Sinclair polled 30,484 so that his majority was practically the same as it was over Harrington the previous year. The total vote increased to 65,238.

Funding the War Debt—The demands upon the State during the war had caused an increase in the State debt to $4,236,873 and the annual interest charge on this debt was $258,000. In addition to that expense, there were unprovided demands on the State treasury for $2,642,950 and the first problem of the Smyth administration was to provide for this indebtedness. The previous legislature had authorized an issue of State bonds for $3,500,000 at six per cent interest, but the condition of the financial market was such that the State was unable to borrow money on these terms.

Only $424,000 worth of the bonds were sold and the interest was payable in currency which had been depreciated by the war so that a dollar in paper money was worth only about fifty cents in gold. Governor Smyth believed that specie payments would be resumed at an early date by the government and that paper money would soon be worth as much as gold, and on this belief he advocated the payment of interest on State bonds in gold instead of currency. He also recommended that interest in currency be paid at the rate of 7.3%, which was the same return that could be obtained at that time on United States government bonds. The Governor believed that the Federal Government would soon assume the

war debts of the States and he advocated that this be done in order to force the southern States to pay their proportionate share in the cost of the war.

"There is no apparent reason," said Governor Smyth, "why New Hampshire should come out of this war impoverished by her loyalty, and Georgia escape payment for her treason." In addition to the State debt, there were large debts of cities and towns and the question came up whether or not the State should assume these local debts. Governor Smyth refunded the State debt at six per cent interest and reduced it by paying off $254,313 of bonds and notes. The unpaid balance at the close of his administration was $3,747,776. The valuation of taxable property in the State at that time was only $130,000,000 and about one-tenth of this amount, or $13,000,000, had been spent in support of the war, in addition to the services of more than one-tenth of the entire population in the army and navy. The State had spent $2,389,025 for soldiers' bounties, $1,835,985 to reimburse towns for aid furnished to the families of the soldiers and $897,122 was all that the Federal Government had paid back to the State for its war expenses. In addition to what the State spent, the cities and towns had spent $7,250,541 for expenses on account of the war, of which $965,012 had been advanced for soldiers' bounties.

Franchise for Negroes—The Republican party throughout the North was in favor of negroes having the right to vote and there was fear that the party would not continue in power without the support of the negro vote. On the other hand, there was fear of ignorant negro domination in the South and subsequent history showed that "carpet-baggers" from the North were able to control the votes of negroes and get themselves elected to offices.

Andrew Johnson, who had succeeded to the presidency on the Assassination of President Lincoln, issued a proclamation declaring that the people of North Carolina had the right to prescribe the qualifications of voters and the eligibility of persons to hold office. The resolution endorsing this position was introduced in the New Hampshire Legislature and voted down by a vote of 57 to 137. The majority then passed a resolution "That, with proper safeguards to the protection of the ballot-box, the elective franchise should be based upon loyalty to the Constitution and Union, recognizing and affirming the equality of all men before the law; and that, in the reorganization of the rebellious States, both justice and safety require that ample provision be made for the protection of the freedmen."

Fourteenth Amendment Ratified—The Fourteenth Amendment to the constitution was ratified by the Legislature in 1866 by a vote of 207 to 112, the opposition coming from the Democratic party.

Patterson Elected Senator, 1866—It devolved upon the 1866 Legislature to choose a successor to Senator Daniel Clark. Including himself, there were four candidates who aspired to his seat in the Senate. The others were Edward H. Rollins, James W. Patterson, and Gilman Marston, all of whom were then members of Congress whose terms expired at the same time with Clark's. Patterson had come rapidly to the front during his service in the National House, attracting the attention of the country by his forceful and eloquent speeches. He was strongly supported for the position. Rollins had withdrawn two years before as a candidate on account of Concord's interest in remaining the capitol of the State. Marston had come very near the goal at that time, having been defeated by the transfer of Amos Tuck's support to Aaron H. Cragin.

The cry of rotation in office was taken up by Rollins, Patterson, and Marston, and it became a contest with Clark against the field. Clark, though lacking elements of personal popularity, was strong as a candidate because of the prominence he had attained in the Senate. It was evident that those favorable to rotation in office could more easily unite on Patterson than on either Rollins and Marston, both of whom bore scars from their recent Congressional contests. One had been openly bolted and the other seriously threatened with a bolt. Although both had been reëlected by large majorities, the feeling engendered by their contests for renomination still remained. Four ballots were necessary for a choice and Patterson was nominated and elected.

New Congressmen Elected, 1867—At the close of the war, the representatives in Congress were General Gilman Marston, Edward H. Rollins and James W. Patterson. In 1867 all three were succeeded by other Republicans, Jacob H. Ela of Rochester, a publisher; Aaron F. Stevens of Nashua, a lawyer; and Jacob Benton of Lancaster, a lawyer.

Treatment of War Veterans—At an early day after the return of peace, the Legislature authorized all our cities and towns to raise money by taxation to erect monuments to deceased soldiers and sailors, carried on to completion the reimbursement by the State of municipal war expenditures, and exempted from the payment of poll taxes all soldiers who served in the War of the Rebellion. This was soon followed by Legislative authorization to cities and towns to appropriate money without limit to decorate the graves of soldiers who lost their lives in defending the flag; Memorial Day was made a legal holiday; and the State has again and again contributed with no niggard hand to defray the expenses of burying her soldiers, and appropriately marking their graves in the national cemeteries, and raising monuments to the sacrifice of her dead and the valor of her living sons on the historic battlefields of the Rebellion.

Flags in Doric Hall—Action was taken for the preservation of her battle flags, and they were deposited in Doric Hall in the rotunda of the State House, where, torn by shot and shell, and tattered by "Time's effacing fingers," they are proudly displayed as memorials of the bravery and patriotism of her sons, living and dead.

The veteran soldiers of New Hampshire have a most unique institution under the name of the "New Hampshire Veterans' Association." The happy thought of a few of her surviving soldiers was realized in the formation of a rural camping ground on the shores of beautiful Lake Winnipisaukee, where the veterans congregate for a reunion of several days every year, each regiment having its organization and its handsome building, free to the occupation of all its survivors—the whole forming one of the most interesting and charming groups of buildings to be found in the country.

There every year Veterans' Week is observed, and it is safe to say that the country in all its broad extent affords no other such interesting rendezvous of sacred persons and associations. All the great soldiers of the war have from time to time been entertained by the association, and they pronounce it unequalled and inimitable by any other State.

The State has voted money to embellish these grounds and make them delightful, and makes a regular annual appropriation from the treasury to support what all agree places New Hampshire far in the lead of her sister States in rendering official homage to her veteran soldiers. Veterans of the World War now have a larger share in this rendezvous.

The State took another step for the relief of her disabled soldiers and sailors who are indigent and unable to provide for themselves, by providing that such soldiers, and their wives and minor children, shall be supported at the public expense at their own homes, or such place other than town and county almshouses as the selectmen may think proper; and the pride of the disabled soldier is preserved, and he is protected against every possible stigma by providing that the expenses of such support shall not be entered in pauper accounts.

But the crowning work of the State to manifest her gratitude to the veteran soldier, and her determination to keep good not only the letter but the very spirit of her promise to him, was the creation of the New Hampshire Soldier's Home at Tilton.

Administration of Governor Walter Harriman—To succeed Governor Smyth in the election of 1867, the Republican party nominated General Walter Harriman, colonel of the 11th Regiment during the war, and then Secretary of State. The Democratic candidate was Mr. Sinclair again. General Harriman received 35,809 votes and Mr. Sinclair 32,663, the majority being smaller than it had been in the two previous elections. The total vote increased to 68,615, which was the highest total vote since the election of 1860.

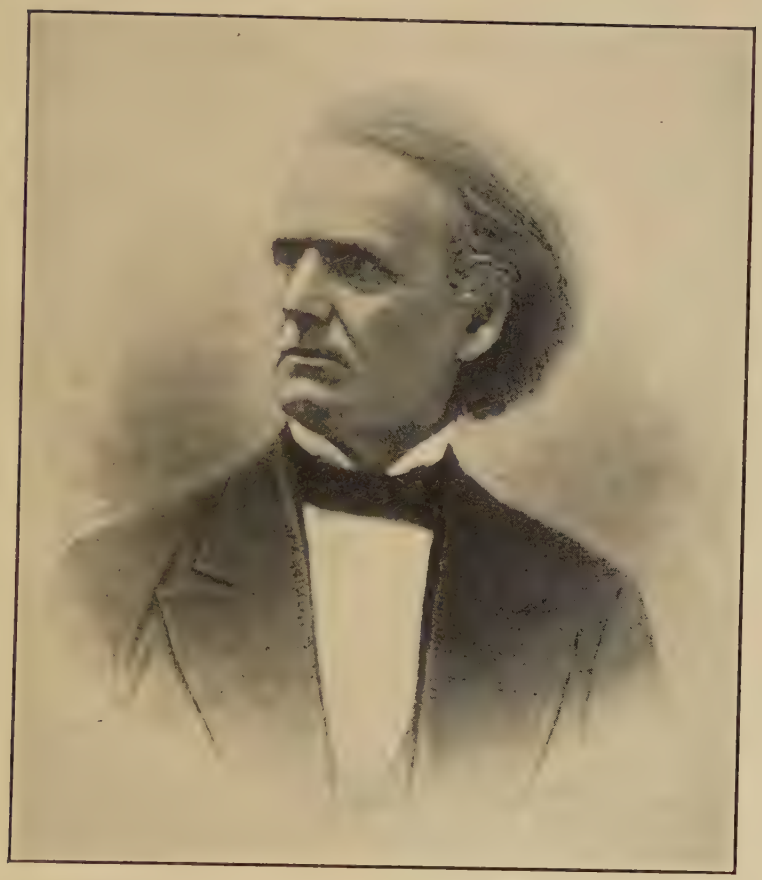
General Harriman was well known, not only for his war record, but as the foremost orator in the State, and his talents as a political speaker were such that his services were in demand in other States. His war record was a target for charges against fellow officers in his regiment and finally the matter was brought to the attention of a special session of the Legislature. The Republican majority in the Legislature defended General Harriman and brought about the passage of the following resolution:

"That Col. Walter Harriman of the Eleventh Regiment New Hampshire Volunteers by his steadfast and determined adherence to his country, as above party, and by his valor and tried patriotism, whereby he has incurred that fierce partisan malignity which can find nothing too pure and sacred for its attack, has endeared himself to the hearts of the people of this State and deserves and will receive their confidence and respect."

Walter Harriman—Walter Harriman, thirty-third Governor of New Hampshire, was born at Warner, April 8, 1817. He received an academical education; taught for six years in several States; in 1841-51 was a Universalist minister, preaching at Harvard, Massachusetts, and Warner, New Hampshire, and then, with John S. Pillsbury, later Governor of Minnesota, opened a general store at Sutton, New Hampshire. In 1849-1851 he represented Warner in the lower house of the Legislature; in 1851 made stump speeches as a Democrat; in 1853-55 was State Treasurer; in 1855-56 was the leading opposer in New Hampshire of Know-Nothingism, and for six months (1855-56) was examiner of claims to bounty lands in the pension office at Washington, soon after being appointed on a commission to appraise Indian lands in Kansas.

In the fall of 1856, in company with Lewis Cass, he canvassed Michigan for Buchanan. Harriman again represented Warner in the lower house of the Legislature in 1858-59, and in the Senate in 1859-61, having defeated his own brother, candidate on the Republican ticket.

In the presidential campaign of 1860 he supported Douglas, but Lincoln was his second choice, and the latter and his war policy were vigorously sustained when, in 1861-62, Harrison was editor of the Manchester "Weekly Union." In August, 1862, he recruited, and became colonel of the 11th New Hampshire Regiment, which, in 1863, was transferred to the department of the Ohio, and aided in protecting the rear of Grant's army at Vicksburg. Early in 1863 Colonel Harriman was nominated for Governor by some Republicans and the War Democrats, but was defeated; his candidacy, however, wrought the overthrow of the anti-war party in the State. In February, 1864, through the union of the 9th Army Corps with the Army of the Potomac, Colonel Harriman took part in the movement on Richmond, but was taken prisoner at the battle of the Wilderness, and was confined at Charleston, South Carolina, until August 3d,



Walter Clark

GOVERNOR 1867-1869

when an exchange of prisoners took place. After a visit to New Hampshire to advocate the reëlection of Lincoln, he rejoined the army, and at the assault on the defenses of Petersburg, April 2, 1865, commanded a brigade whose leader had been wounded. On June 10th he was discharged from the service, having previously been promoted brigadier-general by brevet.

Prior to his election, General Harriman had been a member of the Democratic party and during the war he was known as a War-Democrat, which was equivalent to an Assistant-Republican. He had been a member of the Legislature and was Secretary of State under Governor Smyth. In 1868 he had no difficulty in securing the customary reëlection. Once more Sinclair was the Democratic candidate against him, and Harriman's vote increased to 39,724 and Mr. Sinclair's vote increased to 37,098. The total vote was 76,850, which was the largest vote ever cast in New Hampshire up to that time. Governor Harriman's majority was small, although his vote was larger than any Republican candidate had ever received. Two new members of the Governor's council were elected, Charles Jones of Milton, and Moses A. Hodgdon of Weare, and three of the old council were reëlected. They were Hazen Bedel of Colebrook, General William E. Tutherly of Claremont, and William C. Patten, of Kingston.

Growth of Manufacturing—During the Harriman administrations, the State was prosperous in all its activities. There were 135 manufacturing industries scattered among 2,500 establishments, employing a capital of $23,000,000. The number of persons employed in manufacturing increased to 32,340 and the value of the manufacturing products was estimated at $37,000,000 a year. The Governor urged the development of water power and the encouragement of manufacturing and suggested that one result of such policies would be to increase the price of farm land and make agriculture more profitable.

Impeachment of President Johnson—An effort was made in the Legislature to pass a resolution in favor of the reconstruction policy of the Federal Government, but this was unsuccessful. President Johnson was invited to visit Concord, but could not come. The next year the President was impeached for high crimes and misdemeanors and the trial took place under the presidency of Chief Justice Salmon P. Chase, who was a native of New Hampshire. The impeachment was tried before the Senate and both Senators from New Hampshire voted guilty, but the final result was an acquittal.

Public Instruction Department—Among the laws passed during Harriman's term of office was one creating a department of public instruction, the original bill having been drawn by him, and one adopting the "general statutes" of the State as amended and codified by a commission. In 1868 Dartmouth conferred upon Governor Harriman the degree of M.A.

The most important act of his second term was his veto of a bill to abolish usury laws and to fix the highest rate of interest at six per cent. During the presidential campaign of 1868 Governor Harriman made a tour of the middle and western States advocating the election of General U. S. Grant, fully sustaining his reputation as one of the most eloquent and magnetic public speakers New England ever produced. During Grant's administration (1869-77) he was naval officer at the port of Boston; then returned to New Hampshire, and in 1881 was again elected to the Legislature. Governor Harriman died July 25, 1884, at Concord, which had been his home since 1872.

Ashland Incorporated, 1868—Ashland was incorporated from a part of Holderness in 1868. Population, 1,325.

Tilton Incorporated, 1869—Tilton was formerly known as "Sanbornton Bridge." It was set off from Sanbornton and incorporated in 1869 and named in honor of Nathaniel Tilton, who was the first settler in 1768. Part of Tilton was annexed to Sanbornton in 1870 and part of Sanbornton to Tilton in 1870-72. Population, 2,014.

One of the finest preparatory schools in New England, the Tilton Seminary, is located here. The town is thriving by reason of its manufacturing and shows an increase in population since the last census.

General Grant Elected President, 1868—The election of delegates to the National convention was the next consideration of the Republican party of New Hampshire. The State convention met May 5, 1868, for this purpose. The previous State convention having declared for General Grant as the Republican candidate for President, the action of this convention was merely a formal ratification of the well-known views of the Republicans of the State. The delegates at large who were selected were William E. Chandler of Concord, Elijah M. Topliff of Manchester, Charles S. Faulkner of Keene, and John H. Bailey of Portsmouth. Those chosen from the districts were John E. Bickford of Dover, and Ezra Gould of Sandwich, from the first district; James F. Briggs of Hillsborough, and Francis B. Ayer of Nashua, from the second; and Edward A. Vaughan of Claremont, and Thomas P. Cheney of Ashland, from the third.

The Democratic convention was held in New York City on the Fourth of July and nominated Horatio Seymour of New York for President. Harry Bingham of Littleton was elected member of the Democratic National committee and among the delegates were two from each councilor district and included Albert R. Hatch from Portsmouth, Hosea W. Parker of Claremont and John G. Sinclair of Bethlehem.

The vote at the election of 1868 was:

Electoral Vote:	Total vote	N. H. vote
President—Ulysses S. Grant, Republican	214	5
Horatio Seymour, Democrat	80	
Vice President—Schuyler Colfax, Republican	214	5
F. P. Blair, Jr., Democrat	80	

Popular Vote:	Total vote	N. H. vote
Grant and Colfax, Rep.	3,013,188	37,718
Seymour and Blair, Dem.	2,703,670	30,574
Scattering		11

ELECTORS—John S. Bennett, John W. Sanborn, Franklin Tenney, Edmund L. Cushing, John Bedel.

State Campaign of 1869—As soon as the National election was over, preparations were made for the spring campaign of 1869. It was settled that Onslow Stearns would be nominated as Governor Harriman's successor. To assure the public that the breach made in the party at the convention of 1867 was healed, Governor Harriman was invited to preside at the convention, and accepted. The convention met January 7, 1869. The nomination of Onslow Stearns was made by acclamation. The State committee met immediately after the convention adjourned, and organized by the choice of Edward H. Rollins as chairman, and Wyman Pattee of Enfield as secretary.

Jacob H. Ela, Aaron F. Stevens and Jacob Benton were all renominated for Congress by acclamation, having served but one term.

The Democratic State convention was held January 20, 1869. Ira A. Eastman presided. Democratic sentiment in the State was divided between John Bedel, of Bath, and Albert R. Hatch, of Portsmouth, for a candidate for Governor. Before the ballot was taken in the convention, Hatch's name was withdrawn, and Bedel received 392 votes out of 433 cast.

Ellery A. Hibbard, of Laconia, was nominated for Congress in the first district, Hosea W. Parker, of Claremont, in the third district, and Edward W. Harrington, of Manchester, was renominated in the second district. Samuel B. Page, of Warren, was elected chairman of the State committee, and Henry H. Metcalf, of Concord, secretary.

Metcalf's name has been associated with New Hampshire politics for more than a generation. After reading law he embarked in newspaper work, and for nearly 50 years he has been an aggressive editorial writer. Honest but intense in his convictions, he has impartially distributed praise or criticism upon both friend and foe. His Democracy has known no shadow of turning, for at all times and in all circumstances he has stood forth preëminently as the exponent and defender of the principles of the Democratic party. Of late years through his membership in the Grange he has done much to promote the interests of New Hampshire. He now publishes (1927) "The Granite Monthly."

The campaign of 1869 was more marked by signs of impending trouble in the Republican party through the quarrel of Fogg with Rollins, Chandler, and Ordway than by strenuous activities on the part of either State committee to carry on the election. The election resulted in the choice of Stearns as Governor by more than 3,500 majority, and the election of all the Republican candidates for Congress. The Legislature

was also Republican by a good majority. The vote for Governor was as follows: Scattering, 42; John Bedel, 32,057; Onslow Stearns, 35,772.

Onslow Stearns—Onslow Stearns, thirty-fourth Governor of New Hampshire, was born at Billerica, Massachusetts, August 30, 1810. Onslow worked on the farm and attended the district schools and academy until 1827, when he removed to Boston to become a clerk in the house of Howe & Holbrook. In 1830 he joined his brother, John O. Stearns, in Virginia, and was engaged in the engineering department of construction of the Chesapeake and Ohio Canal. In 1833 he formed a partnership with his brother, John, and they took contracts for the construction of various railroads, among them the Baltimore and Ohio Railroad, the Philadelphia and Columbia, the Germantown, the Philadelphia and Trenton, and a number of other important lines then being built or extended.

In 1837 he returned to New England and became interested in the construction of various railroads in the New England States. He was appointed superintendent of the Nashua and Lowell Railroad in 1838, resigning the position in 1845 to become agent of the Northern Railroad of New Hampshire. In 1844 Mr. Stearns was instrumental in securing the passage of a bill in the New Hampshire Legislature, whereby railroad corporations were allowed the right to secure a right-of-way by taking land for that purpose, the State paying damages caused thereby from the State treasury, they subsequently paying the damages that the State had paid for a lease of the right-of-way. Mr. Stearns was manager of the Northern Railroad until 1852, when he became its president, and held that position up to the time of his death. The Northern Railroad and the branch from Franklin to Bristol was located and built entirely under his superintendence. Mr. Stearns was connected with various other railroads, and was so successful in their management and construction that his services were constantly sought by large railroad corporations. He, however, uniformly declined such offers until July, 1886, when he accepted the presidency of the Old Colony and Newport Railroad in Massachusetts. This he resigned in 1887 on account of ill health. During this period the Old Colony and Newport Railroad and Cape Cod Railroad were consolidated under the name of the Old Colony and Newport Company, the Duxbury and Cohassett and South Shore Railroad being subsequently added to it. The Old Colony Steamboat Company was also formed and purchased the stock of the Narragansett Steamship Company, thus establishing in connection with the Old Colony Railroad the present Fall River Line between Boston and New York.

In politics Mr. Stearns was originally a Whig, but afterwards became a Republican; in 1862 was elected by this party to the State Senate, and was reëlected in 1863 and chosen president of the Senate. In 1864 he was a delegate to and vice-president of the Republican National Convention

at Baltimore. He was elected Governor of New Hampshire in 1869, and on June 3 of that year delivered his first message to the Legislature, declining a renomination in 1870 on account of ill health and the pressing demands of his business. The convention refused to accept his withdrawal, and Mr. Stearns was reëlected by a large majority.

During his gubernatorial terms he gave particular attention to the financial affairs of the State and reforms in the management of the State prison. The State debt was reduced nearly one-third during that time, while the State tax was reduced more than one-half. The entire management of the State prison was changed by him. The result justified his course, for the prison, which was before ill disciplined, expensively managed and a constant charge to the State, soon became well managed and produced a satisfactory revenue above its expenses, while the care and condition of its inmates was much improved. Mr. Stearns discharged his duties with ability, impartiality and independence, and in his executive capacity knew no party in the administration of affairs. He was the first Republican Governor of New Hampshire who had the hardihood to nominate a Democrat to a position on the bench. He was exact in the performance of his duties as a public official, as he was in his attention to his private affairs; nothing escaped his notice, and no department of the State but received his careful inspection and supervision. Mr. Stearns was one of the originators and officers of the Soldiers' Aid Society of New Hampshire. He died at Concord, December 29, 1878.

Fifteenth Amendment Ratified—At the Governor's suggestion the annual parades and encampments of the militia were discontinued, thus saving $10,000 to the State.

The Fifteenth Amendment to the Constitution of the United States, that the rights of citizens should not be denied or abridged "on account of race, color or previous condition of servitude," was ratified by the Legislature. The vote in the House was 187 to 131. The design was to secure equal political right to the freedmen in the South, but the southern States were at liberty to set up educational and property tests, or any other not included in the wording of the amendment, and soon they felt obliged to establish such tests as to practically eliminate the negro vote, thus nullifying the intention of the amendment. The opposition to the Fifteenth Amendment on the part of Democrats in New Hampshire was voiced by their leader, Harry Bingham.

Two petitions were presented, asking for an amendment to the constitution, so that women might have the right to vote. One petition was presented by Nathaniel White and sixty others of Concord, and the other by Abby P. Ela and thirty others, women of Rochester.

According to the census of 1870 the population of New Hampshire

was 318,300 or less than it was ten years before by 7,773. Only Coos, Hillsborough and Merrimack counties had gained. The number over ten years of age that could not read was only 7,618, the percentage of illiteracy being less than in any other State.

Rise of the Prohibition Party—Governor Stearns' second administration gave general satisfaction. No State issue, unless it were temperance, appeared to trouble the Republican party. There were, however, local railroad troubles arising out of the contest for the control of the Concord Railroad, which did not strengthen the party in power. This contest went to the courts and their action occasioned criticism. As all but one of the supreme judges were Republicans, the majority party suffered from any dissatisfaction with the court's decision.

There were early signs that the campaign of 1870 would be troublesome to the Republicans. The attacks upon President Grant from within the party, which culminated in the liberal Republican bolt of 1872, had begun. There were indications in New Hampshire of Republican disloyalty to the national administration. There were also dissensions in the Republican party of the State.

Another troublesome feature of this campaign was the attitude of the extreme Prohibitionists of the State. They were dissatisfied with the enforcement of the prohibitory law and they charged the party in power with lack of sympathy with the law. At the previous session of the Legislature they had demanded the passage of a State constabulary law, to provide a State police to enforce the prohibitory statute. This demand was granted on condition that it be approved by popular vote in November following. At a special election called for this purpose the law was beaten by a large majority. The disappointed Prohibitionists now demanded the formation of a third party. At the head of this movement was the Rev. Lorenzo D. Barrows, a Methodist minister, who, at that time, was president of the Methodist school at Tilton.

Reëlection of Governor Stearns—At the Republican convention, Governor Stearns, who had made a very acceptable chief magistrate, was renominated by acclamation. The Democratic convention renominated John Bedel, of Bath. The Democratic party at this time was divided into two factions struggling for control of the organization. John H. Pearson, a wealthy merchant of Concord, who was a man of indomitable will, had broken with the leaders of the party after his defeat for State Senator in 1868, and had established a newspaper at the capital called "The People." His slogan was anti-monopoly, and he soon acquired an extensive following in the State. Affiliated with Pearson were Edmund Burke of Newport, Harry Bingham of Littleton, and other leading Democrats who were hostile to the leadership of John H. George, Josiah Minot, John M. Hill, and William Butterfield; the latter

THE NEW HAMPSHIRE LEGISLATURE OF 1871. THIS OLD PHOTOGRAPH WAS RECENTLY DISCOVERED BY FRED T. IRWIN, MEMBER OF THE LEGISLATURE OF 1925, AND SHOWS THE MEMBERS OF BOTH HOUSE AND SENATE. THE WOMEN SEEN ON THE BALCONY OF THE STATE HOUSE ARE THE EMPLOYEES OF THE LEGISLATURE. THERE WERE NO WOMEN MEMBERS UNTIL 1921.

disciples of Franklin Pierce and his successors in the control and leadership of the party. A climax in this struggle for control was reached later in the campaign and contributed materially to the reëlection of Governor Stearns by the people. Governor Stearns' majority was reduced from 3,700 the year before to 1,200 in a total vote only 600 larger. The Prohibition vote accounted for 1,135 of this reduction, and it therefore appeared that about 1,400 Republicans remained in the Labor Reform party to vote that ticket. The popular vote was: Scattering, 33; Lorenzo D. Barrows, 1,135; Samuel Flint, 7,369; John Bedel, 25,058; Onslow Stearns, 34,847.

Senator Cragin Reëlected—The contest for the senatorship opened soon after the election. The active candidates were Aaron H. Cragin, who succeeded John P. Hale in 1865; Edward H. Rollins, Aaron F. Stevens, and Mason W. Tappan. There was newspaper mention of Gilman Marston, Frederick Smyth, Walter Harriman, and some others. Cragin had served two terms in Congress and was closing his first term in the Senate. The vote of the Republican caucus was:

	First Ballot	Second Ballot
Daniel Clark	1	
Frederick Smyth	3	
Nathaniel Gordon	8	5
Mason W. Tappan	21	23
Edward H. Rollins	32	21
Aaron F. Stevens	43	46
Aaron H. Craigin	95	109

Political Overturn of 1871—Over 1,100 voters, nearly all of them Republicans, had flocked to the standard of the Prohibitory party in the preceding election. If this party increased its vote, Republican ascendency in New Hampshire, for a time at least, was at an end. If these could be won back, there was less danger of Democratic success. In casting about for candidate for Governor, the Rev. James Pike, of South Newmarket, was the choice of many. He was then 53 years of age, a presiding elder in the New Hampshire Methodist Conference, and one of the leading Methodist clergymen of the State. He had been in Congress two terms with Mason W. Tappan and Aaron H. Cragin as colleagues, having been first elected by the American party in 1855. On his return from Washington, he had resumed his pastoral duties. During the Civil War he was appointed colonel of the 16th New Hampshire Volunteers, and served with that regiment creditably during its enlistment of nine months.

Interest in the Republican State convention, held January 4, 1871, centered in the nomination for Governor. There were many active candidates for this nomination. Pike was the leading candidate, while those who doubted the wisdom of his nomination divided their support principally among five prominent men of the State, with a few votes given to nine others. The first ballot was as follows: James Pike, of South

Newmarket, 292; Horton D. Walker, of Portsmouth, 99; Benjamin J. Cole, of Gilford, 74; Ezekiel A. Straw, of Manchester, 65; John M. Brackett, of Wolfeboro, 59; George W. Nesmith, of Franklin, 25; scattering, 32.

The Prohibitory party met in convention and voted to make no nomination. The nomination of Pike by the Republicans satisfied the majority of the Prohibition leaders of the sincerity of the Republican party in supporting prohibition. A minority of the convention, however, bolted its action and nominated a candidate for Governor. For a time, the action of the Republican convention in nominating Mr. Pike seemed to be a politic move and one likely to restore the allegiance of Prohibitionists to the Republican party.

The Democrats nominated James A. Weston, whom they had three times elected mayor of Manchester.

The Labor Reformers met in convention and formally put in nomination Lemuel E. Cooper, of Croydon. Less interest was shown in this convention than the year before, as it was pretty generally understood that the party was simply an adjunct to the Democratic party.

In the First Congressional District William B. Small, of Newmarket, was selected after protracted balloting, defeating Samuel M. Wheeler, of Dover, whom Republicans generally expected to be nominated. In the Third District the choice fell upon Simon G. Griffin, of Keene. Griffin had been a gallant soldier in the Civil War, but the very qualities which made him an excellent officer in the field were not popular in civic life. Then there were local jealousies in the district which detracted from his support as a candidate. The candidates of the Democratic party were Ellery A. Hibbard, of Laconia; Samuel N. Bell, of Manchester; and Hosea W. Parker, of Claremont, the first and last being renominated.

Election Thrown Into the Legislature—The morning after election it was apparent that there was no choice of governor by the people, Weston leading Pike by nearly a thousand votes. All three Democratic candidates for Congress were elected and the Legislature was in doubt. Both sides claimed a majority of the House, on which depended the organization of the Senate, the control of the Council, and the election of Governor. The vote for Governor was as follows: Scattering, 41; Albert G. Comings, 314; Lemuel P. Cooper, 782; James Pike, 33,892; James A. Weston, 34,700.

Upon the organization of the House of Representatives depended the outcome of the election. Both Republicans and Democrats claimed a majority in this branch of the Legislature, and both Republican and Democratic newspapers published lists giving the political status of members elect. Several Labor Reformers had been elected to the Legislature, and some of these being of Republican antecedents, were claimed by both parties. There were two or more instances where there was dispute as

to the right of members elect to the certificate of election held by them, notably in Ward 6, Concord, where Samuel B. Page had been declared elected. There were, therefore, complications to keep the question in doubt until the members voted. Until the night preceding the meeting of the Legislature, there was reasonable assurance that the Republicans would organize the House. Then weakness on the part of some Republican leaders, together with the illness of two Republican Representatives, gave the Democrats the victory. William H. Gove, of Weare, the candidate for Speaker of both the Labor Reform and the Democratic parties, was elected by two majority over James O. Adams, the Republican candidate.

It was a memorable contest, the Democrats taking no chances of defeat. They numbered their ballots for Speaker, and on the back of each was the name of the Representative to vote it. In this way each member's vote could be accounted for. They had reliable party workers in charge of all doubtful men, who were responsible for their appearance and votes. All through the session they held their following intact against Republican assault, though in the early days of the session, before they increased their majority in the House by unseating Republicans whose seats were contested, their Speaker had several times to vote on questions to give them a majority.

The death of one of the Democratic Senators-elect before the meeting of the Legislature deprived them of the fruits of their triumph. In filling the vacancy they were compelled to choose between his Republican competitor at the polls and a Temperance Republican who received a few votes. They elected Alvah Smith, the Temperance Republican, to this vacancy. With his vote they had a majority in a Senate of twelve members. He voted with the Democrats in the election of State officers, but, when it came to carrying out the Democratic programme for redistricting the State and removing Republican office-holders, he refused to act with them, nor could any persuasion or threat secure his support of this programme.

The indignation of the Democrats knew no bounds. They accused Senator Smith of violating his pledges to them and threatened to oust him from his seat in the Senate. Nothing, however, came of these threats. The session continued exciting throughout, and gave the Republicans material for campaign purposes which they used to advantage. At the final adjournment the two parties stood in battle array for the next campaign, which was opened immediately.

James Adams Weston—James Adams Weston, thirty-fifth and thirty-seventh Governor of New Hampshire, was born in Manchester, August 27, 1827. His father was prominent in town affairs, was three times a

representative of Manchester in the State Legislature, and a member of the Constitutional Convention in 1850.

James was educated at the district school and at the Manchester and Piscataqua academies. He taught school during the winters, and applied himself to mastering the principles of civil engineering, and, in 1846, being then 19 years of age, was appointed assistant civil engineer of the Concord Railroad, and superintended the laying of the second track of that road. In 1849 he was made chief engineer, and so continued during a long series of years. He was also road master and master of transportation of the Concord, Manchester and Lawrence Railroad; chief engineer of the Portsmouth Railway, constructing a considerable portion of that line, as he did later the Suncook Valley road.

He was a Democrat from his youth, and always so continued, and was elected mayor of Manchester, after holding several minor offices, in 1861, and again in 1867, 1869, 1870, 1874. His able administration of the civic affairs of Manchester led to his nomination at the State convention of 1871 as Democratic candidate for the governorship. His opponent was the Rev. James Pike. Mr. Weston led the poll, but had not a large enough majority to ensure his election by the people. He was elected by the Legislature, and the Republicans thus lost control of the State Government for the first time since 1857. In 1872 and 1873 he was an unsuccessful candidate, but in 1874 he was again elected, his opponent being Luther McCutchins. A scattering vote for a third party prevented a choice by the people, and he was again elected by the Legislature. He was deeply interested in all that concerned the prosperity and advancement of his native city, and was largely instrumental in securing for it a purer and more adequate water supply from Lake Massabesic. He was a member of the board of water commissioners; chairman of the board of trustees of the cemetery fund; a member of the committee on cemeteries, and its clerk and treasurer; chairman of the New Hampshire Centennial committee; chairman of the building committee of the soldiers' monument and of the State board of health. He was also appointed by Congress a member of the Centennial Board of Finance. He was trustee of the Amoskeag Savings Bank; president of the City National Bank, which in 1880 was changed to the Merchants' National Bank, of which he continued president. He was one of the projectors and founders of the Guaranty Savings Bank of Manchester in 1879, and served it as trustee and also clerk and treasurer; was treasurer of the Suncook Railroad, and director and clerk of the Manchester Horse Railroad, and was chairman of the finance committee of the New Hampshire Fire Insurance Company from its inception. He died in Manchester, May 8, 1895.

Democrats Ousted in 1872—Although the Democrats had secured but little material benefit from their control of the executive office and

one branch of the Legislature, the prestige of victory was theirs, and they were buoyed up with confidence of success in the campaign of 1872. On the other hand, the Republicans were more or less demoralized by their defeat. They had gained some courage out of the discomfiture of their opponents in failing to control the Legislature, but their dissensions and jealousies remained.

In December the Rev. James Pike, in an open letter, declined to be again a candidate for Governor, thus relieving the party of any embarrassment which might arise from passing him over. The party was encouraged by several municipal elections which occurred this month. Dover and Portsmouth were carried by the Republicans with their usual majorities, while Manchester, which had for three years elected James A. Weston mayor, now chose Person C. Cheney his successor by several hundred majority.

The Republican State Convention met at Concord, January 3, 1872. Only one ballot for Governor was necessary. It resulted in the nomination of Ezekiel A. Straw, of Manchester, his principal opponent being Horton D. Walker, of Portsmouth. Straw was the agent of the Amoskeag Corporation of Manchester, and a man of large executive ability. His selection was the best that could have been made at that time, both on account of locality and his standing in the State.

The campaign was an active and vigilant one. The Democrats renominated Governor Weston, and a small gathering of Labor Reformers nominated Lemuel P. Cooper, of Croydon. The Prohibitionists held a convention and selected John Blackmer as their standard-bearer. The contest, however, was between the two old parties, the Labor Reformers and Prohibitionists cutting no figure in the convass. Among the outside speakers for the Republicans were Senator Henry Wilson, of Massachusetts; General Daniel E. Sickles, of New York; Mary A. Livermore, of Massachusetts, and James F. Wilson, of Iowa, afterwards United States Senator from that State. Daniel Voorhees, of Indiana, then Congressman, and afterward Senator, appeared on the stump for the Democrats.

The election resulted in the choice of Straw as Governor by the people. The Republicans carried the Legislature by about 60 majority. The vote was:

Whole vote	76,232	Lemuel P. Cooper, *Labor*	446
Scattering	14	James A. Weston, *D*	36,584
John Blackmer, *T*	436	Ezekiel A. Straw, *R*	38,752

Ezekiel Albert Straw—Ezekiel Albert Straw, thirty-sixth Governor of New Hampshire, was born at Salisbury December 30, 1819. He acquired his education in the schools of Lowell, to which the family had removed, and in the English department of Phillips Academy, Andover, Massachusetts, where he gave especial attention to practical mathe-

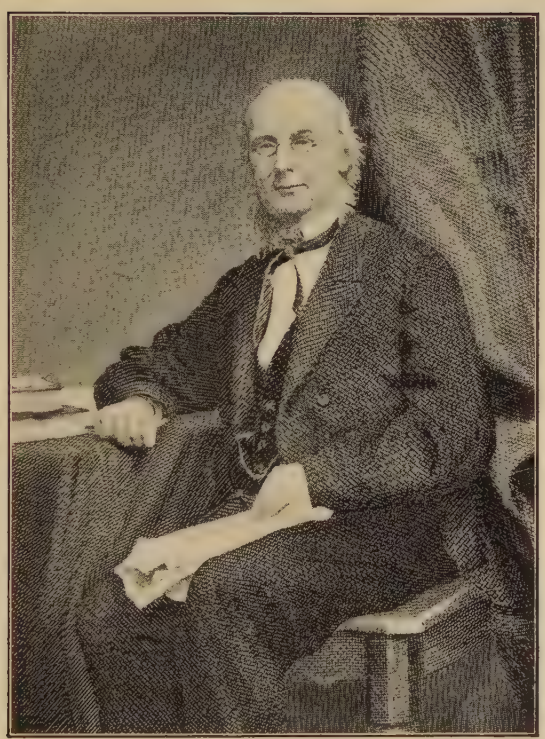
matics. Upon graduation he was, in the spring of 1838, employed as assistant civil engineer upon the Nashua and Lowell Railway, then in process of construction, and in the same year became regular engineer of the Amoskeag Manufacturing Company of Manchester. In November, 1844, he was sent by the Amoskeag Company to England and Scotland to obtain the information and machinery necessary for making and printing muslin delaines, and the success of the Manchester Print Works, which first introduced this manufacture into the United States, was due to the knowledge and skill he then acquired. He continued in the employ of the Amoskeag Company, and in 1858 assumed entire control of its operations.

Mr. Straw represented Manchester in the Legislature in 1859-64, and during the last three years was chairman of the committee on finance. In 1864-66 he sat in the State Senate, being its president in the latter year. He was also chosen, on the part of the Senate, one of the commissioners to superintend the rebuilding of the State House. In 1869 he was appointed by Governor Stearns a member of his staff. In 1872 he was elected by the Republicans Governor of New Hampshire, and was reëlected in 1873. In 1870 he was appointed by President Grant the member from New Hampshire of the commission to arrange for the centennial celebration of the independence of the United States at Philadelphia, and was a member of the executive board of that commission.

Governor Straw was the treasurer and principal owner of the Namaske Mills Company from its organization in 1856 until its dissolution, and after 1864 its sole proprietor; he was chosen a director of the Langdon Mills, the president and one of the directors of the Blodget Edge Tool Manufacturing Company, and a director in the Amoskeag Axe Company, which succeeded it. He was one of the first directors of the Manchester Gas Light Company, and president from 1856 until his death. He also served as president of the New England Cotton Manufacturers' Association, and of the New Hampshire Fire Insurance Company. Governor Straw died in Manchester October 23, 1882.

Governor Straw was succeeded as agent of the Amoskeag mills by his son, Herman F. Straw, who, in turn, was succeeded by his son, Colonel William Parker Straw. The Governor Straw mansion on Elm Street in Manchester, where President Grant was entertained, was converted into an apartment house in 1925, and on the same site was erected in 1927 the Manchester Masonic Temple. The Straw School is named for him.

Judge Fowler Elected Speaker—The Speaker of the House of Representatives in 1872 was Judge Asa Fowler, of Pembroke, who had resigned from the Supreme Court in 1861. He was the Free-Soil candidate for Governor in 1855.



HORACE GREELEY

Grant Reëlected President—The first national convention in the campaign of 1872 was that of the Liberal Republican party at Cincinnati, Ohio, on May 1. Horace Greeley, who was born in Amherst, was nominated for President and was endorsed by the Democrats at their convention in Baltimore on July 9. The delegates from New Hampshire to the Liberal Republican Convention were William H. Gove, of Weare; Edward D. Baker, of Claremont, and Henry O. Kent, of Lancaster, the latter being also member of the national committee.

There were ten delegates to the Democratic convention, including Frank Jones, of Portsmouth; Warren F. Daniell, of Franklin, and Harry Bingham, of Littleton. A member of the Democratic National Committee was Martin V. B. Edgerly, of Manchester.

The Republican convention renominated President Grant at Philadelphia June 5, and Henry Wilson, a native of Farmington, was nominated for Vice-President. The delegates at large from this State were former Governor Frederick Smyth, William H. Y. Hackett, of Portsmouth; James W. Johnson, of Enfield, and Ossian Ray, of Lancaster. There were six district delegates, including Dexter Richards, of Newport. A member of the national committee was William E. Chandler, of Concord.

The anti-Grant sentiment in New Hampshire was not outspoken, but anything short of a complete victory in the March election would bring it into the open. How much of this sentiment lurked in the Republican ranks of the State became apparent after the national conventions were held. It is not too much to say that the result in New Hampshire settled the renomination of President Grant.

Besides these regular conventions there were conventions of the Liberal Reform party, the Workingman's convention and the Prohibition party.

Career of Horace Greeley—Horace Greeley, who ran against General Grant was born in Amherst February 3, 1811, on his father's farm. His family was very poor, and when Horace was five years old he did the plowing before going to school. At the age of nine he had read all the books in the neighborhood and was a star performer in spelling matches and village debates. When he was 11 years old he tried to get a job in a printing office, but he was too young. He afterward went to work in a printing office in East Poultney, Vermont. His salary was $40 a year, and he worked there four years. When he left, his friends presented him with a second-hand overcoat, the first he ever had owned.

In 1831 he walked to New York City. He was then 20 years old, and with $10 in his pocket. His early struggles in New York City were hard, indeed, but finally he began to publish the "New Yorker," which he continued for seven years. He married Miss Mary Cheney, a school teacher, in 1836, and in 1838 he began to publish the "Jeffersonian."

On April 10, 1841, he published the first number of the "New York Tribune," which became a great power, and there were associated with him such men as Charles A. Dana, Whitelaw Reid, John Hay, Bayard Taylor, William Winter, Albert Brisbane and many others. In front of the present Tribune building is a life size bronze figure entitled "Horace Greeley, Founder of the Tribune."

In 1848 he became a member of Congress with Webster, Calhoun and Douglas. He was an especial admirer of Henry Clay. He used to lecture all over the country, and his advice, "Go West, young man," was taken up and repeated millions of times.

Greeley Nominated Lincoln—In 1860 Seward would probably have been nominated for President if it had not been for the opposition of Mr. Greeley, which brought about the nomination of Lincoln. Greeley supported Lincoln and made a plea for the emancipation of the slaves entitled "The Prayer of Twenty Millions." When there was talk of ending the Civil War the Confederate States suggested that Mr. Greeley act as mediator and President Lincoln appointed him peace agent for the United States. Nothing came of this, however. When Jefferson Davis, President of the Confederate States, was arrested Mr. Greeley signed a bond for his bail. He was popular in 1872, but the fusion between the Democratic party and the Liberal Republicans was so unreasonable that it drew small support. Mr. Greeley died before the Electoral College met. His birthplace is marked at Amherst, and on February 3, 1911, the 100th anniversary of his birth, a national celebration in his honor was arranged.

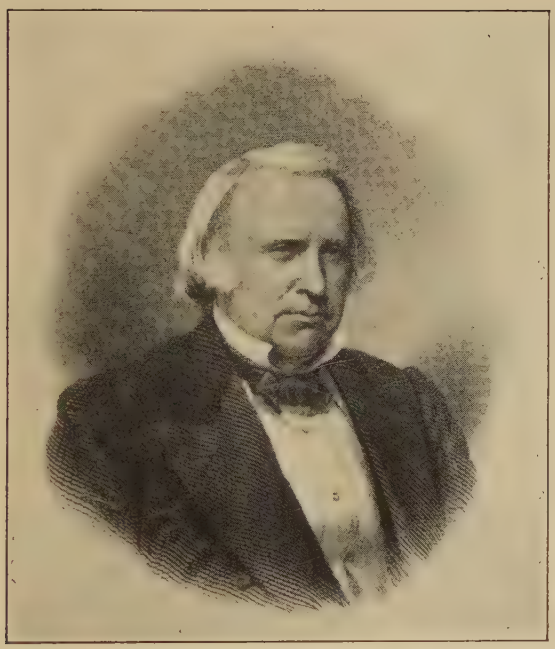
Presidential Election of 1872—The vote of New Hampshire for President was as follows:

Electoral Vote:	Total vote	N. H. vote
President—Ulysses S. Grant, Republican	286	5
Thomas A. Hendricks,	42	
B. Gratz Brown,	18	
Scattering	3	
Vice President—Henry Wilson, Republican	286	5
B. Gratz Brown, Dem. and Liberal	47	
Scattering	19	

Popular Vote:	Total vote	N. H. vote
Grant and Wilson, Rep.	3,579,693	37,167
Horace Greeley and Brown, Democrat and Liberal	2,842,505	31,425
Scattering	35,016	311

ELECTORS—Lyman D. Stevens, Benjamin J. Cole, Phinehas Adams, William Haile, Benjamin F. Whidden.

Vice-President Henry Wilson—Henry Wilson was born in Farmington, New Hampshire, February 16, 1812, the son of Winthrop and Abigail (Witham) Colbath, and was known until 21 years of age as



HENRY WILSON

Jeremiah Jones Colbath. The family were poor. At the age of 10 Jeremiah was "bound out" to a farmer to labor till he was 21, with the privilege of attending school one month every winter. Though held to unremitting toil he found time to read. A kind lady gave him access to her husband's well selected library, and when his term of service ended he had read nearly a thousand volumes of history, biography, travels and romance, together with all the volumes of the "North American Review."

On reaching the age of 21 his first step was to have his name changed by act of the Legislature to Henry Wilson. He soon set out on foot for Natick, Massachusetts, going by way of Boston, in order to see, as he said, just two things: Bunker Hill Monument and the office of the "North American Review." He arrived penniless in Natick, and at once began to learn the trade of making shoes. As soon as he had accumulated a little money he studied at the academies in Strafford, Wolfeboro and Concord, New Hampshire. In 1837 he returned to Natick, taught for some time one of the public schools, and then with a very slender capital began business as a shoe manufacturer. This was in 1838. He carried on this business with more or less success for 10 years.

October 28, 1840, he married Miss Harriet Malvina Howe, daughter of Amasa and Mary (Toombs) Howe. They had one son, Henry Hamilton Wilson, born November 11, 1847, died at Austin, Texas, December 24, 1866.

Mr. Wilson was elected to the Massachusetts Legislature in 1840, and was a member of the State Senate in 1844 and 1845. In 1848 he assisted in the organization of the Free Soil party and in support of this edited "The Republican" from 1848 to 1851. In 1850-52 he was sent again to the State Senate, of which he was made president.

On the resignation of Edward Everett he was elected to the United States Senate, and took his seat in February, 1855. He soon became the acknowledged leader of the anti-slavery party in Congress. During the war, 1861-65, as chairman of the military committee of the Senate, he rendered important services to the Government and to the country. In November, 1866, he became a member of the Congregational Church in Natick. In November, 1872, he was elected Vice-President of the United States, but did not live to complete his term of office. He died in Washington November 22, 1875.

Mr. Wilson's most important publication was the "History of the Rise and Fall of the Slave Power in America," three volumes.

Wadleigh Elected Senator—The Senatorial canvass which began immediately after the State election, became intense and even bitter toward its close. Edward H. Rollins was the most prominent contestant for Senator Patterson's seat, and among these two the battle

raged with no small amount of personal feeling. Governor Onslow Stearns, Mason W. Tappan, and Gilman Marston were later brought into the contest, and it early became the field against Patterson. Rollins was not adverse to the candidacies of these three, believing that they would draw from Patterson where he could not, and that with Patterson's defeat their friends would come to him.

Stearns' two terms as Governor had been creditable to himself and the party. He was recognized as a successful business man.

The caucus met amid intense excitement, but proceeded immediately to ballot. Patterson lacked eight of a majority on the first vote. Rollins polled nearly a third of the caucus. Stearns' vote added to Rollins' would have placed the latter within ten votes of Patterson. On the first ballot Bainbridge Wadleigh had three votes. Patterson held his forces well in hand for three ballots. Then a break came and Wadleigh was nominated on the fifth ballot.

The election of Wadleigh came as a complete surprise to the State. He had not expected the nomination, although he knew he would be voted for in the caucus. He was a member of this Legislature, as he had been of the preceding, where he had attracted the attention of the Republicans of the State by his leadership when his party was in the minority.

Senator Patterson's defeat was not regarded by himself or his friends as his retirement from politics. He had many admirers in the State. He had occupied a professor's chair at Dartmouth College at the time of his first election to Congress. In that body he had attained distinction. As a scholar he had high rank among public men, and as an orator he was without a rival in New Hampshire and with but few peers in the United States. In the Senate his eloquent speeches had attracted the attention of the country, and the metropolitan press of Boston, New York and Washington with hardly an exception were earnest advocates of his reëlection. The Credit Mobilier exposure involving so many public men followed soon after his defeat, and from the effect of this he never recovered. He was later made superintendent of public instruction of the State, a position he held until his death. In 1883 he was again a candidate for the Senate, but his support did not extend beyond a few devoted admirers.

Reëlection of Governor Straw—The spring campaign in 1873 opened in New Hampshire in midwinter with the nomination of four candidates for Governor. The Republicans renominated Governor Straw, and the Democrats James A. Weston. The Liberal Republicans, who had coalesced with the Democrats the fall before in a joint electoral ticket, presented as their candidate for Governor Samuel K. Mason, of Bristol, and nominated candidates for Congress in each of the three districts.

SENATOR BAINBRIDGE WADLEIGH.

endorsing the Democratic candidate in the First District. About 50 people were present at their convention, including Mason W. Tappan, Henry O. Kent, Willard A. Heard, of Sandwich; John H. Goodale, then of Nashua, and Lemuel P. Cooper, of Croydon, the last two being of the late Labor Reform party. Kent was made chairman of their State committee, Goodale secretary, and John Foss, of Concord, treasurer. The Prohibition party, which for two campaigns had polled an inconsequential vote, took on new life in this canvass. Their nominee for Governor was John Blackmer, of Sandwich.

In all the Republican Congressional conventions there was active rivalry for the nomination. In the First District William B. Small, who was a defeated candidate in 1871, was renominated after a spirited contest. In the Second District, Aaron F. Stevens declined to be again a candidate, and Austin F. Pike, of Franklin, was nominated. In the Third District, Simon G. Griffin, of Keene, secured a renomination, although meeting with strenuous opposition.

The Democrats renominated their candidates for Congress in 1871, who comprised the New Hampshire delegation in the House at Washington, Ellery A. Hibbard, Samuel N. Bell, and Hosea W. Parker.

At the meeting of the Republican State Committee, Orrin C. Moore, who had succeeded Rollins as chairman when the latter resigned, was reëlected. Benjamin F. Prescott was chosen secretary, and Carlos G. Pressey, of Concord, treasurer.

In this campaign Jacob H. Gallinger and Henry M. Putney, who afterward became potential leaders of the Republican party, first appeared as members of the State committee.

The chairman of the Democratic State Committee was George F. Putnam, of Warren, who conducted the campaign with more method than some of his predecessors. He had been a member of the Legislature. Later he aspired to the nomination for Congress, but was beaten in the Democratic convention by Henry O. Kent. Soon after this he removed to Kansas City, Missouri, where the remainder of his life was spent in business pursuits.

The vote at the March election of 1873 fell off over 8,000 in the aggregate from that of the March election of 1872. Complete returns showed that Governor Straw had a bare majority of 214 on the popular vote, and that Small and Pike, Republican candidates in the First and Second Congressional districts, were elected by small pluralities, and that Parker, the Democratic candidate in the Third District, was reëlected. The vote for Governor was: Scattering, 8; Samuel K. Mason, 687; John Blackmer, 1,098; James A. Weston, 32,016; Ezekiel A. Straw, 34,023.

Harrisville Incorporated, 1870—Harrisville was incorporated in 1870 from parts of Dublin and Nelson. It was settled in 1762 by Thomas

Packer, of Portsmouth. Population, 559. Harrisville is 12 miles from Keene. Its altitude is 1,200 feet.

The township is located on the Nashua Division of the Boston & Maine Railroad. In addition to several water powers, which run small industries, Harrisville probably has more lakes than any other town in the county. One of the most beautiful of these is Silver Lake, near the village of Chesham.

Greenville Incorporated, 1872—Greenville was incorporated in 1872 from a part of Mason, and the boundaries were established the following year. Part of Greenville was included in the first grant of New Ipswich in 1735 and was settled in 1752. Population, 1,346.

Easton Incorporated, 1876—Easton was originally part of Lincoln, then of Landaff, and in 1876 a valley six miles long was set off from Landaff and incorporated. Population, 131.

Livermore Incorporated, 1876—Livermore was made up of grants to Elkins, Sargent and Elkins, Hatch and Cleaves, Raymond, and Bean and Gilman in 1876, and named in honor of the Livermore family. In 1901 the Legislature authorized the annexation of part of the town to Lincoln, and this annexation was completed in 1908. Population, 98.

"Patrons of Husbandry" Powerful—The organization of the Grange or "Patrons of Husbandry" in New Hampshire was not without its influence on political parties of the State during this and the succeeding campaign. Politicians expected the Grange to become ultimately a factor in politics, and the leaders of both sides catered for the support of the farmer vote. Long before the conventions of 1874 the "Manchester Mirror" urged the nomination of a farmer for Governor by the Republicans. Governor Straw had had the customary two terms. A new candidate was now to be brought forward by the Republican party.

Those most prominently mentioned were Luther McCutchins, of New London; Charles H. Bell, of Exeter; Dexter Richards, of Newport; Benjamin F. Prescott, of Epping; William H. Y. Hackett, of Portsmouth; Natt Head, of Hooksett; David A. Warden, of Concord; Benjamin J. Cole, of Gilford, and Larkin D. Mason, of Tamworth. McCutchins was favored because he was a farmer, the others because they had been active in the party and were worthy of recognition. Mason was especially urged by some because it was thought his activity in behalf of temperance would hold the Prohibition Republicans loyally to the party standard.

The Pearson wing of the Democratic party, whose platform continued to be anti-monopoly, advocated the nomination of a farmer for Governor. This brought forward as a candidate Hiram R. Roberts, of Rollinsford.

The Republican convention was held at Concord January 7, 1874. There were four ballots for Governor, a large number of candidates receiving votes on the first ballot, those leading being Luther McCutchins and Charles H. Bell. The former won on the fourth ballot. It was generally regarded by the party as a good nomination, though not a few of the leaders had doubts of its wisdom. These doubts were strengthened when the Democratic convention selected its candidates and presented its platform.

The Democratic State convention was held the next day, January 8. The Democratic newspapers had advocated making an issue of the liquor question, and in the Democratic platform a plank was inserted favoring license with local option. The contest for the nomination for Governor was between Albert R. Hatch, of Portsmouth; Hiram R. Roberts, of Rollinsford, and James A. Weston, of Manchester. The movement in favor of "Farmer" Roberts had gained such headway that the Democratic leaders who were opposed to his nomination had great difficulty in controlling the convention. Two ballots were necessary to effect a choice. On the first ballot Weston received 240 votes, Roberts 230, and Hatch 143. On the second ballot the greater part of Hatch's support was transferred to Weston, who became the nominee.

The Prohibitionists had previously renominated the Rev. John Blackmer, of Sandwich. After the Republican and Democratic conventions were held, the third party adherents were stirred to greater activity. The Republican plank on the liquor question was regarded by them as perfunctory, while the Democrats were arrayed in open opposition to the prohibitory law. The Prohibitionists, therefore, hoped so to increase their strength as to hold the balance of power in the State.

Governor Weston Returned to Office—The election returns from the earliest reports bore indications of Democratic victory, and before midnight of the day of the election the Republicans had given up the State. There was no choice of Governor by the people, the Prohibitionists doubling their vote of the year previous. The House of Representatives, upon which depended the control of the State, was Democratic by at least 10 majority. The official vote was: Scattering, 40; Blackmer, 2,100; McCutchins, 34,143; Weston, 35,608.

Complete Democratic Triumph—Whatever the cause that led to Democratic success, the completeness of their triumph was admitted. For the first time in 20 years that party was to be put in full possession of the State Government. Moreover, by reorganizing the courts, they would control as well the State judiciary. They could legislate Republicans out of office, appoint Democrats in their places, redistrict the State for Councillors and Senators, change the ward lines of cities, take the initiative in legislation, and avail themselves of every opportunity to

fortify their party in power. The outlook for the Republican party in New Hampshire was the most gloomy it had ever been.

In the campaign of 1874 the Prohibitionists polled the largest vote they had ever polled in the State. It was their defection which was one of the causes of the defeat of McCutchins. Their vote this year exceeded all their other totals by nearly a thousand.

License Law Drive Fails—The Democrats immediately after the election of 1874 began making preparations for taking charge of the State Government. From March until June their leaders met frequently to discuss the details of their programme. These gatherings were attended not only by the leaders but by many others who looked forward to holding the offices which everybody recognized would be made vacant by expiration of terms or by address of the Legislature. Unlike the election of 1871, there was no doubt of the ability of the party immediately to organize the Legislature, and much of the work could be anticipated.

Albert R. Hatch, of Portsmouth, an able lawyer, technical in his training and practice, was made Speaker of the House, while Harry Bingham and John G. Sinclair were to lead the party on the floor, assisted by a number of able lieutenants, among whom were Isaac N. Blodgett, of Franklin, afterward chief justice; Daniel Marcy, of Portsmouth; Alvah W. Sulloway and Warren F. Daniell, of Franklin; Edwin C. Bailey, of Hopkinton; Joseph Burrows, of Plymouth; Joseph Roles, of Ossipee, and Edwin P. Jewell, of Laconia.

The leaders on the Republican side were James W. Emery, of Portsmouth; Edward B. S. Sanborn, of Franklin; afterward a Democrat; James F. Briggs, of Manchester, and Joshua G. Hall, of Dover, afterward Congressman; John D. Lyman, of Exeter, and J. Horace Kent, of Portsmouth.

In this legislature were two young men who were later to come into prominence, Hiram A. Tuttle and Henry E. Burnham, the former becoming Governor in 1891, and the latter United States Senator in 1901.

Except on the liquor question there was no change of State policy proposed by the Democrats. The work of the session early developed the purposes of the Democratic leaders to make the most of their victory from a partisan standpoint. First came the addresses for the removal of Republican office holders, to be followed by the political gerrymander of the State, the reorganization of the courts, a fierce railroad controversy arising out of the consolidation of the Nashua and Lowell and Boston and Lowell railroads, and an attempt to pass a license law. The session dragged along to the last of July.

The party had pledged itself to substitute license for prohibition, but was defeated in that promise by Democratic votes.

Both sides made immediate preparation for the New Hampshire campaign of 1875. Besides the election of a Governor and Legislature, three Congressmen were to be chosen. Governor Weston had been four times a candidate of the Democratic party, and twice elected. The farmer candidate of the preceding Democratic convention, Hiram R. Roberts, was now successfully pressed for the nomination. For Congressional nominations Samuel N. Bell, of Manchester, who had defeated Stevens in 1871, and been defeated by Pike in 1873, was once more nominated in the Second District. In the Third District Henry O. Kent secured the nomination, defeating George F. Putnam, chairman of the Democratic State committee, and Horatio Colony, of Keene, both of whom were candidates. In the First District the Democrats presented as their candidate Frank Jones, of Portsmouth, who was soon to become the controlling force in the Democratic party.

Frank Jones—Frank Jones was a rich brewer with many business interests outside of his brewery. He was a public-spirited citizen who dispensed a large income with a liberal hand, contributing generously in political campaigns. Although of limited education, he was shrewd and sagacious in his knowledge of men. Enjoying the excitement of politics, he made it his diversion from business, and he gradually came to be the dictator of the Democratic party in New Hampshire. Jones was loyal to his personal friends, whom he drew from both political parties. His personal influence in politics and legislation was so marked at one time that his Republican friends were classified as "Jones's Republicans." He aspired to be Governor of his native State, and his nomination five years later gave the Republicans an arduous campaign. During the Cleveland administration, Jones dispensed federal patronage in New Hampshire, and it is said was offered a seat in Cleveland's cabinet. In 1896, he headed the New Hampshire delegation to the Democratic National convention at Chicago. Disgusted with the platform there adopted, he immediately bolted the nomination and openly supported McKinley. Four years later he was a delegate at large to the Republican National convention at Philadelphia which renominated McKinley, and for the remainder of his life gave earnest support to Republican policies.

Campaign of 1875—As to the gubernatorial candidates, Charles H. Bell and Gilman Marston, of Exeter, John J. Morrill and Benjamin Cole, of Gilford, Benjamin F. Prescott, of Epping, James W. Emery, of Portsmouth, and others were suggested. Earnest appeals were made to Judge Charles Doe, afterwards chief justice, to consent to the use of his name, without avail. Finally opinion settled upon Person C. Cheney, then mayor of Manchester, who had shown great popularity in his two candidacies for that office. A large part of the financial burden of the cam-

paign of 1875 fell upon him, and he never afterward relieved himself of personal responsibility for the success of the Republican ticket.

The Republican convention was held January 12th. Gilman Marston, of Exeter, presided, and the resolutions, which dealt largely with State affairs, were written and reported by Orrin C. Moore. Before a ballot was taken, McCutchins, the candidate for Governor in the previous campaign, withdrew his name. The vote was as follows: Scattering, 10; Charles H. Bell, 241; Person C. Cheney, 392; and Cheney's nomination was made unanimous.

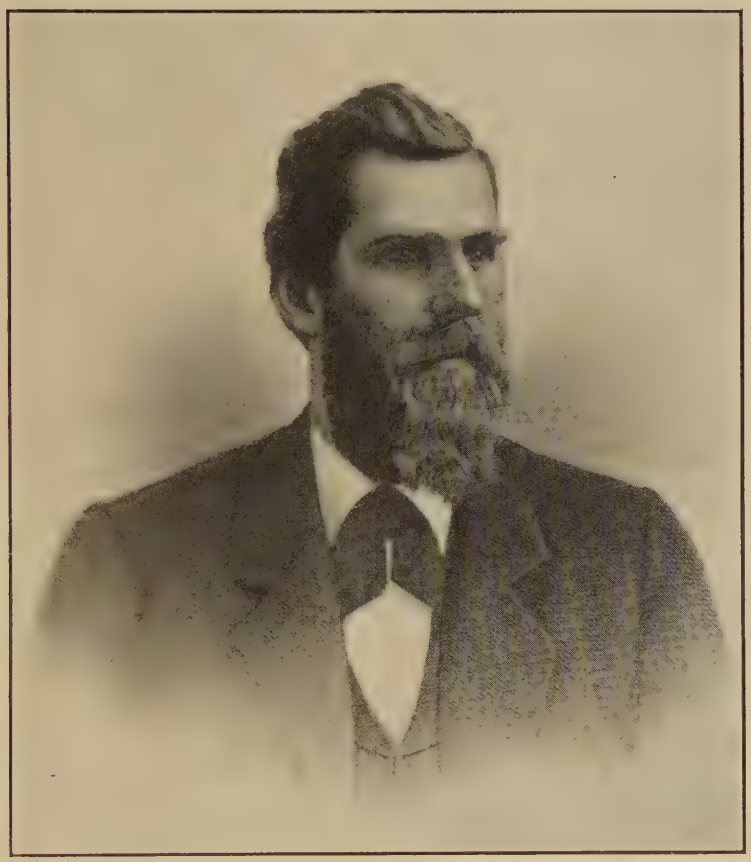
The Democratic Convention had been held January 5th. The breach between the two Democratic leaders, Bingham and Sinclair, which occurred in the Legislature, was still further emphasized in the convention. Bingham was now fully allied with Pearson of the *"People"* newspaper in opposition to railroad consolidation, and they had as their candidate for Governor Hiram R. Roberts, the farmer candidate of the previous convention. Sinclair favored the nomination of Warren F. Daniell, of Franklin, a popular manufacturer. At a later date Daniell was nominated for Congress by the Democrats, and elected, defeating Orrin C. Moore, when the latter was a candidate for reëlection. In the southern part of the State there was a considerable following for Frank A. McKean, then the Democratic mayor of Nashua. The ballot resulted as follows: Scattering, 21; Frank A. McKean, 79; Warren F. Daniell, 240; Hiram R. Roberts, 347.

For Congress the Republicans nominated Charles S. Whitehouse, of Rochester, in the First District, Henry W. Blair, of Plymouth, in the Third District, and renominated Austin F. Pike in the Second.

The Prohibitionists had met as usual in convention earlier than the other parties, and nominated candidates for Governor and Congress. Nathaniel White, of Concord, was their nominee for Governor. He was originally an Abolition Whig and later a Republican. He had not, until this year, been identified with the Prohibition movement, and his nomination now gave no little embarrassment to the Republicans. The Prohibitionists hoped to force the Republicans to endorse him, and this idea had some encouragement among active Republicans. The Prohibitionists had polled 2,100 votes at the last election. What might they do if White were to authorize a campaign regardless of expense, which his well-known generosity and earnestness might prompt him to do?

The Republican State committee had organized immediately after the adjournment of the State convention. Benjamin F. Prescott was reëlected secretary, and John Kimball, of Concord, chosen treasurer. The executive committee consisted of Edward H. Rollins, James A. Wood, of Acworth, and George C. Gilmore, of Manchester.

The Prohibition vote was an important factor in this campaign. It had doubled in the previous campaign and was at that time nearly suf-



GOVERNOR 1875-1877

ficient to defeat an election of Governor by the people. To win some of these back to the Republican fold from which most of them had departed was one of the tasks before the Republican State committee. White, the Prohibition candidate for Governor, who was at heart a loyal Republican, was appealed to not only to make his canvass perfunctory but also to aid the Republicans by advising his Prohibition friends to support the Republican Legislative ticket in the close wards and towns of the State. This with commendable self-sacrifice he did, and so successfully, that his vote at the election was only about one-third that of the Prohibition candidate for Governor the year before, while his personal influence saved several close towns to the Republicans.

The Congressional districts remained in doubt for several days. When the complete returns were received, they showed the election of Jones and Bell, Democrats, in the First and Second districts, and Blair, Republican, in the third. The vote for Governor was: Scattering, 19; Nathaniel White, 777; Hiram R. Roberts, 39,121; Person C. Cheney, 39,293.

Person Colby Cheney—Person Colby Cheney, thirty-eighth Governor of New Hampshire, was born at Holderness, February 25, 1828. His mother was of Scotch-Irish descent. Person Cheney was educated in the academies at Peterborough and Hancock, New Hampshire, and Parsonsfield, Maine, and then entered the employ of his father, a paper manufacturer. The family removed to Peterborough in 1835, where Moses Cheney continued paper manufacturing, and ten years later the son assumed the management of the mill, in 1853 becoming a member of the firm of Cheney, Hadley & Going. He represented Peterborough in the Legislature in 1853 and 1854, and was a director of the bank of that town.

In August, 1862, he was appointed quartermaster of the 13th New Hampshire Volunteers, but in January, 1863, after three months' illness, was forced to resign, sending, however, a substitute into the field. In 1864-67 he was a railroad commissioner, being elected by popular vote. Removing to Manchester in 1866, he dealt in paper stock and manufacturers' supplies, also engaging in paper manufacture at Goffstown, as a member of the firm of Cheney & Thorpe. As mayor of Manchester in 1872-75, he gave great satisfaction, and the introduction of the fire alarm telegraph system was one of the marked features of his administration. Declining a renomination in 1875, he accepted a nomination for the Governorship on the Republican ticket, was elected, and in 1876 reëlected. At the close of his term Dartmouth conferred upon him the degree of A. M.

In 1886 he was appointed United States Senator to fill out the unexpired term of Austin F. Pike, and in 1888 was a delegate-at-large to the Republican convention. He succeeded Edward H. Rollins on the Repub-

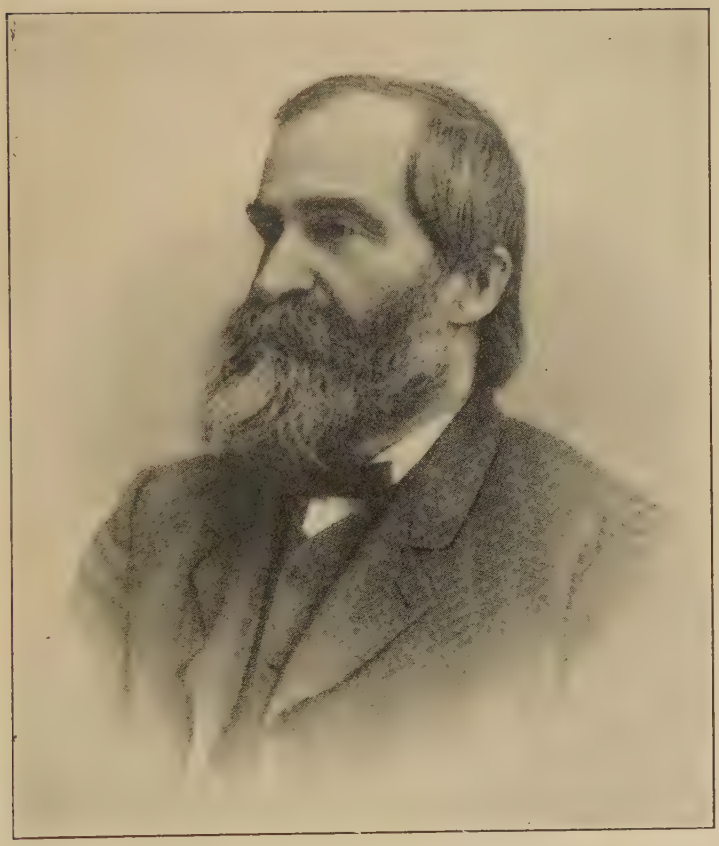
lican National Committee, was reëlected in 1892, and held that position until his death. From December, 1892, until June 29, 1893, he was envoy extraordinary and minister plenipotentiary to Switzerland. He was president of the American Paper and Pulp Association; president and treasurer of the P. C. Cheney Company, dealers in paper stock, and president of the People's Savings Bank. Governor Cheney died in Manchester, June 19, 1901.

Legislature of 1875 and the "Senate Steal"—In the Legislature of 1875 the Democrats held control in the Senate. In two Senatorial districts the Democratic nominees, James Priest and John Proctor, had more votes than any other candidates but not a majority over all. In the Second District the votes intended for Nathaniel Head had been cast for Natt Head, by which name he was commonly known, although the check-list gave his name as Nathaniel and he himself owned that name. Consequently the Governor and council felt obliged to throw out the 3,770 votes cast for Natt Head and thus seat James Priest in the Senate. In the Fourth District by casting out about sixty votes thrown for men who had not been for seven years residents of the district a majority was found for John Proctor and he was seated. Thus the Democrats had seven men in the Senate, and the Republicans five.

The five Republicans revolted and set up a Senate of their own, appealing to the Superior Court of Judicature for their decision concerning the right of Messrs. Priest and Proctor to sit in the Senate. The Superior Court was constrained by law to sanction the decision of the Governor and council and declared that they had no authority to declare who was properly elected. Each House must judge in such a matter. Therefore the five revolters returned to their seats in the Senate, defeated, as they thought, by the letter of a law, against the intentions of voters. The Governor in his message suggested some change in the law or constitution, to prevent the recurrence of such mistakes.

The Republican majority in the House took up the matter, which was none of their business, since they had no authority to determine who should be seated in the Senate, each branch of the Legislature being, according to the constitution, "final judges of the qualifications of their own members." Much loud talk was made in the House about the "arbitrary and unconstitutional action of the Governor and council," and the "Senate Steal."

Judge Charles Doe—Charles Doe was not then on the bench, having been legislated off by the Democratic Legislature of 1874. He was one of the ablest jurists the State ever produced, and some of his opinions after he became chief justice, in 1876, obtained a world-wide reputation. He simplified the practice of the New Hampshire courts, sweeping ruthlessly aside all technicalities in his endeavor to do justice to litigants. His con-



CHARLES DOE, CHIEF JUSTICE, 1876-96

tempt for formalities was pronounced, whether in court or at hearings outside, and it was no uncommon occurrence for him to give audience to counsel, and hear petitions wherever he happened to be found. Disclaiming all interest or even knowledge in public affairs except as they concerned the court, he, nevertheless, managed to convey his views on important public measures to the political leaders of the State. During his life he wielded a great influence in New Hampshire. During President Arthur's administration he was urged for appointment to the United States Supreme Bench, a position for which he was preëminently fitted. His daughter, Jessie Doe, was the first woman to be elected to the Legislature (1921).

At the Republican Legislative caucus, Charles P. Sanborn, of Concord, was nominated for Speaker of the House, defeating Nehemiah G. Ordway and John D. Lyman, of Exeter, who were also candidates.

The Republican Senatorial caucus, which included Head and Todd, who had not received certificates of membership, nominated George H. Stowell, of Claremont, for president of the Senate. The Democrats renominated Albert R. Hatch as Speaker of the House, and the seven Democrats with Senatorial certificates nominated John W. Sanborn, of Wakefield, for president of that body.

"Uncle John" Sanborn—John W. Sanborn, or "Uncle John," as he was familiarly known in the State, was a born leader of men, and for more than a quarter of a century his influence was marked in the politics of New Hampshire. From being superintendent of the Eastern Railroad of New Hampshire he grew to be the Legislative agent, first, of that road, and later, of the consolidated Boston and Maine. He entered politics as a Democrat, and so continued until 1896, when he became a Republican. In protecting the railroad interests with which he was connected he gradually assumed the direction of the Democratic party by his influence over its leaders. Later his power was felt in Republican councils, and for a time his advice was potentially and impartially bestowed upon both. He was a most prominent figure at every political convention assembled at the capital, and no legislative session was complete without his presence.

The five Democratic Senators with Priest and Proctor organized a Senate in the Senate chamber, voting for John W. Sanborn as president, who was declared elected. The five Republican Senators protested and refused to vote. The Democrats then completed their organization and sent a notification to the House, which the latter body ignored. The five Republican Senators withdrew, and, with Head and Todd, organized a Senate, electing Senator Stowell as president. This body notified the House of its organization as a Senate, which notification the House received. Immediately after the organization of the House a resolution

was introduced asking the opinion of the court on the disputed questions. This resolution was passed after some debate. The Democratic Senators also presented the question in dispute to the court, but in another form. Both parties then rested on their arms awaiting the opinion of the court. This opinion came the following week in communications addressed to both the House and the Democratic Senate, and signed by all the judges. In its communication to the Senate, the court said:

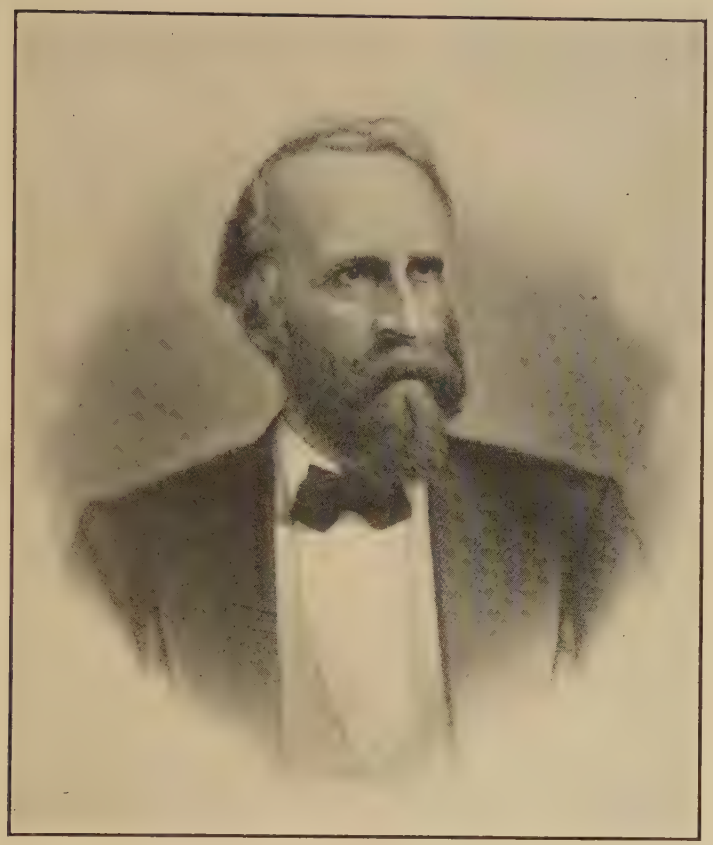
> We have, in reply to a resolution of the House of Representatives, declined to express our opinion upon a past and completed act of the executive department of the government, performed in the discharge of a duty expressly required of that department by the constitution, upon the ground that such opinion, if given, would have no greater weight or authority than a criticism of one branch of the government upon the conduct of another coördinate branch, and such official act on the part of the justices of this court would not be consistent with the grave duties imposed upon them by the constitution of the State.

The position taken by the court was a surprise to both sides, but was accepted by the Democrats as a confirmation of their position. It was bitterly denounced by the Republicans as a cowardly evasion of duties imposed upon the court by the constitution, and was regarded by them as an additional justification for reorganizing the courts when they again obtained power. There was nothing, however, for the Republicans to do but submit, unless they were prepared to resort to arbitrary proceedings which would undoubtedly result in the establishment of a dual State government.

World's Fair at Philadelphia—To aid the Centennial Exhibition at Philadelphia the Legislature of 1875 voted to purchase $10,000 worth of the stock of the Centennial Board of Finance, which had been incorporated by the Congress of the United States. The centennial commission of New Hampshire were authorized to spend $5,000 to have the State becomingly represented in the exhibition. A building was erected at Philadelphia, known as the New Hampshire building, costing the modest sum of $3,000, a large part of which was raised by private subscription. The State had 50 exhibitors in the mechanical department, and was well represented in the agricultural, educational and historical departments. The women of New Hampshire assisted in the construction of the Woman's Pavilion.

Public Officials "Addressed" Out—Addresses to the Governor were introduced into the Legislature calling for the removal of over 50 persons, whose names are given in the addresses, from office. The offices included those of sheriff, solicitor, judge of probate, justice of the police court and attorney-general.

The old Republican régime was reinstated, undoing all the work that the Democrats had done in a preceding Legislature, restoring the old judiciary system.



E. H. Rollins

UNITED STATES SENATOR

Geological Survey—The Legislature of 1868 enacted a statute providing for a "thorough geological and mineralogical survey of this State with a view to discover and examine all beds or deposits of ore, coal, clay, marls, and such other mineral substances as may be useful or valuable, and to perform such other duties as may be necessary to complete such survey." Accordingly Mr. Charles H. Hitchcock was secured as State geologist to superintend the survey, and annual reports were made until 1878, when the work was completed and published in three large volumes, with many illustrations, maps and charts.

Mr. Hitchcock was assisted by George L. Vose of Paris, Maine, afterwards professor in Bowdoin College, whose work was principally in the White Mountains; by J. H. Huntington of Norwich, Connecticut, whose field of labor was Coos County; by Professor E. W. Dimond of Hanover, chemist; by Professor E. T. Quimby, of Dartmouth College.

A station was established on the summit of Mount Washington, and here a party of men spent a winter, connected by telegraph with Hanover. One result of this survey was the raised map of New Hampshire that hangs in the entrance hall of the State House, a wonderful representation of the mountains, rivers, towns and general lay of the land.

Reëlection of Governor Cheney, 1876—The campaign of 1876 began while the Legislature of 1875 was in session. To add to its interest, there was a United States Senator to be elected from New Hampshire to succeed Aaron H. Cragin, whose term expired with the sitting Congress.

The Republican State convention was held January 5, 1876. Governor Cheney was renominated by acclamation.

The Democratic State convention met January 12, 1876, William W. Bailey, of Nashua, presiding. Hiram R. Roberts having declined a renomination for Governor, Daniel Marcy, of Portsmouth, was nominated.

The Prohibition party still kept up its organization, although attracting little interest. Asa S. Kendall, of Swanzey, was nominated for Governor at a convention held November 10, 1875.

Marcy, the Democratic candidate for Governor, had been in Congress during the Civil War, and his record there was made a prominent part of the canvass. On the other hand, the Democrats were encouraged just before election by the exposure and impeachment of William W. Belknap, Secretary of War, for his complicity in grave irregularities in that department. Fears were entertained by the Republican leaders of its effect upon the New Hampshire election. At any other time, it would have cost the Republican party some votes, but, overshadowing the intensity of national issues, was the feeling of the Republicans that the action of Governor Weston and his council must be rebuked, and this was the controlling factor in the campaign, which resulted in the reëlection of Governor

Cheney by the people, and the control of both branches of the Legislature by the Republicans. The vote for Governor was: Scattering, 14; Asa S. Kendall, 411; Daniel Marcy, 38,133; Person C. Cheney, 41,761.

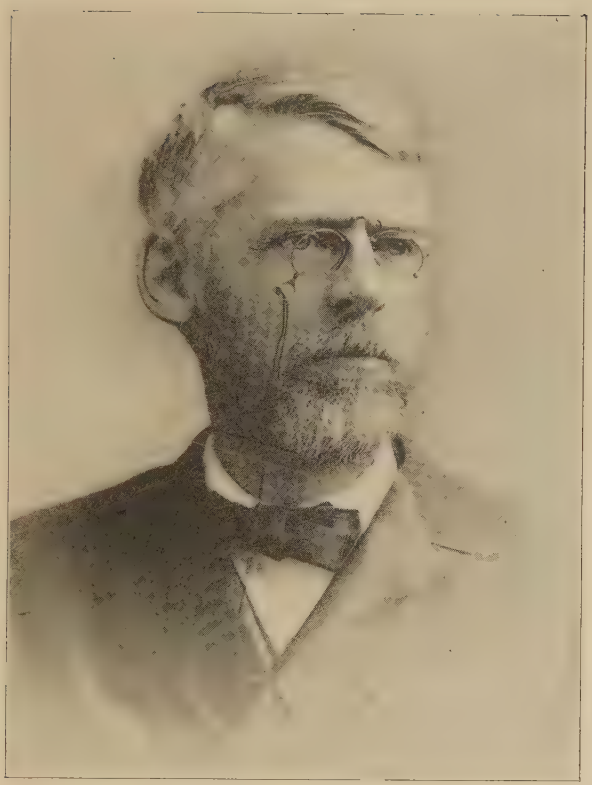
The Legislature chosen at this election contained a considerable number of prominent Republicans of the State. Three members were candidates for the United States Senate, Aaron F. Stevens and Orrin C. Moore, of Nashua, and Levi Barton, of Newport. Gilman Marston was returned from Exeter. The city of Manchester sent to the House David Cross, then in the prime of his activity, Elijah M. Topliff, later chairman of the Republican State Committee, William P. Newell, Nathan P. Hunt, and George C. Gilmore, all leading and influential men. Nehemiah G. Ordway was returned from Warner, while others to be mentioned were David H. Goodell, of Antrim, and Charles H. Sawyer, of Dover, two future Governors of the State; William M. Weed, of Sandwich; Charles J. Amidon, of Hinsdale; Edward Gustine, of Keene; Frank P. Brown, of Whitefield; Wyman Pettee, of Enfield, Augustus A. Woolson, of Lisbon, afterward Speaker; Timothy Kaley, of Milford; Charles Scott, of Peterboro; William S. Pillsbury, of Londonderry; John Wheeler, of Salem; O. B. Warren, and S. C. Meader, of Rochester; and Edwin G. Eastman, of Grantham, afterward attorney-general of the State.

The ballot for United States Senator was: Charles P. Sanborn, of Concord, 1; Aaron H. Cragin, of Lebanon, 1; Jacob Benton, of Lancaster, 8; Charles S. Whitehouse, of Rochester, 9; Levi W. Barton, of Newport, 12; Aaron F. Stevens, of Nashua, 16; Onslow Stearns, of Concord, 20; James F. Briggs, of Manchester, 20; Orrin C. Moore, of Nashua, 21; Edward H. Rollins, of Concord, 109.

Hayes and Tilden Contest, 1876—In 1876 the Republican National convention met at Cincinnati June 14, and nominated R. B. Hayes for president. The delegates at large from New Hampshire were Daniel Hall, of Dover; Charles H. Burns, of Wilton; Nathaniel White, of Concord; and Ira Colby, of Claremont. Among the district delegates were Alonzo Nute, of Farmington, and Ezekiel A. Straw, of Manchester. William E. Chandler was reëlected member of the national committee.

A Democratic convention met at St. Louis June 27 and nominated Samuel J. Tilden of New York for president. The delegates-at-large from New Hampshire were Henry H. Metcalf, of Dover; Lafayette Hall, of New Market; Edwin C. Bell, of Hopkinton, and George W. Goffe, of Dover. A member of the National committee was Alvah W. Sulloway, of Franklin. The vote was as follows:

Electoral Vote:	Total vote	N. H. vote
President—Rutherford B. Hayes, Republican	185	5
Samuel J. Tilden, Democrat	184	
Vice President—William A. Wheeler, Republican	185	5
Thomas A. Hendricks, Democrat	184	



SENATOR WILLIAM E. CHANDLER

Popular Vote:	Total vote	N. H. vote
Hayes and Wheeler, Rep.	4,048,248	41,540
Tilden and Hendricks, Dem.	4,299,893	38,509
Scattering	93,918	91

ELECTORS—Zimri S. Wallingford, John J. Morrill, Moody Currier, Levi W. Barton, John M. Brackett.

Chandler Saves the Republican Party—The election of 1876 was the closest ever held in this country. The Democratic ticket received the most votes in the popular vote, but the electoral college was for the Republicans. The man who saved the day for the Republican party was William E. Chandler, of Concord. Democrats in after years regarded the Hayes election as a "big steal," but the Republicans of that time believed that Mr. Chandler was fully justified in the strategy he adopted.

After voting in Concord at the Presidential election in 1876, Mr. Chandler left for Washington, reaching the Fifth Avenue Hotel, New York, in the early hours of the morning. The other managers of the national campaign had retired for the night, believing they were defeated; but, coincident with Mr. Chandler's arrival, news reached the committee rooms that Oregon had been carried by the Republicans, which would elect Hayes and Wheeler by one vote. Mr. Chandler at once comprehended the situation and the points of danger, and, without waiting for consultation, sent dispatches warning against defeat by fraud, to Oregon, Florida, South Carolina and Louisiana. At the urgent solicitation of prominent members of the party, he was prevailed upon to start immediately for Florida, to protect the interests of the Republican party. He there became counsel for the Hayes electors before the canvassing board of the State, and it is universally admitted, by Republicans and Democrats alike, that to him more than to any other man is due the preservation to the Republicans of the fruits of their victory in that State. When the contest was transferred from the States to Congress, and, finally, before the electoral commission chosen to arbitrate and decide who had been elected President, Mr. Chandler acted as counsel, and assisted in preparing the case as presented to the commission.

In the report of the special committee sent by the Senate to investigate the election in Florida, made January 29, 1877, by Senator Sargent, of California, it contained a full statement of what the committee considered to be the law with reference to the conclusiveness of the declaration by a State canvassing board of the vote of the State for presidential electors, which was the earliest formal exposition of the principles of law which were finally adopted by the commission. The authorship of this statement is freely attributed by Mr. Sargent to Mr. Chandler.

Chandler Criticises Hayes—After Mr. Hayes had been by the commission declared elected President, when his administration surrendered the State governments of South Carolina and Louisiana into the hands of

the Democratic claimants, Mr. Chandler vigorously opposed it, and criticised the surrender and the men connected with it in most scathing terms, in letters published in the winter of 1877-78. His fidelity to his convictions of duty was conspicuous; and his courage and boldness in attacking the Hayes administration gave him a lasting hold upon the confidence of the country.

Constitutional Convention of 1876—In 1868 the Legislature provided that a constitutional convention, when called, should limit its action to drawing up amendments to abolish the religious test for office, to reduce the House of Representatives, to increase the Senate to not more than 41 members and to provide for future amendments to the constitution by another method. The vote that year against the convention was by a majority of 127 in a total of 24,565.

In 1869 the Legislature provided that a convention, if called, should be limited to proposing amendments to abolish the religious test for office, to reduce the House of Representatives, and to increase the Senate to not more than 35 members.

After the lapse of nearly a quarter of a century, through an emphatic vote, the sixth constitutional convention convened at the State House, December 6, 1876.

Again a highly distinguished citizen was elected president of the convention, a judge of the Federal Court, who had resigned a seat in the United States Senate and as president pro tempore of that body, to accept the judgeship. Like President Pierce, Judge Daniel Clark was a man of striking personality. Thomas J. Smith, of Dover, was selected secretary.

The rules and procedure were much the same as those adopted at the preceding conventions but the outcome much more fortunate. Some lessons were apparently learned from the failure of the last. The session was only of 11 days duration in which 13 amendments were formulated to be submitted to the people.

At the annual town meeting of March, 1877, the several proposed amendments were voted upon, eleven being ratified and only two rejected. The important changes were the time of holding the State election in November instead of March, thus bringing our State in line with nearly all the other States of the Union; the substitution of biennial State elections for annual; the increase in the membership of the Senate from 12 to 24; the abolition of the religious test as a qualification for holding office; the increase of jurisdiction of justice of the peace and providing that appeals therefrom may be tried by some other court without the intervention of jury and in certain cases to dispense with a jury; changing the basis of representation in the Legislature from ratable polls to population; the election by the people of sheriff, solicitor, and register of

probate; the general court not to authorize towns or cities to loan or give money to corporations; money not to be raised for the support of schools or institutions of any religious sect or denomination.

The propositions rejected were those striking the word "Protestant" from the Bill of Rights and prohibiting the removal from office for political purposes.

It is oftentimes asserted that the people at large cannot be trusted to decide important questions of State; that they are too easily influenced in giving assent to unwise and unsound propositions. In some, at least, of the six previous conventions between 1776 and 1876, does it not appear that the people themselves are much more conservative than their leaders and representatives? Does it not further prove the great respect, even reverence in which the constitution is held? It has been impressed upon the writer that an important consideration entering into the deliberation of those conventions was that all proposals passed are to be reviewed by the voters of the State, and unless approved by a two-thirds majority, fail.

With this decision of the people holding over them, conclusions are reached, different than they otherwise would have been. The very atmosphere seems charged with this fear, and more diligence is shown, and a greater regard for the people than appears in any other Legislative body.

The working out of these conventions touch upon the mooted question of the comparative merits of a representative government, and that of a pure democracy, a controversy that has existed from the days of the respective great exponents of these divergent views, Alexander Hamilton and Thomas Jefferson.

These conventions are unique among Legislative bodies, both State and National, in that partisan politics do not obtrude. There are no conferences or caucuses holden, no rival political candidacies. By an unwritten law, the presiding officer is a member of the majority party, the secretary of the minority, and the appointment of important chairmanships made regardless of the political views of those selected. It may be noted in passing, that the chairmanship of the important committee of judicial department, during the last four conventions (1889-1920) has been given to a leading Democrat.

While nearly all delegates may have been nominated in a partisan caucus or primary, and elected upon a partisan ticket, partisanship stops at the door of the convention. With possibly one exception, the crack of the party whip has not been heard in all these conventions. It was not because there were not members capable of so doing, as such had been demonstrated in other bodies. Leadership was not based upon political consideration but rather upon ability, learning and experience.

State Campaign of 1877—The Republican State Convention was held January 10, 1877, and Austin F. Pike, of Franklin, was elected president.

There was a spirited contest for the nomination of Governor, although Benjamin F. Prescott, of Epping, then Secretary of State, and for a long time secretary of the Republican State committee, was the leading candidate. On the second ballot Prescott was nominated, Natt Head, of Hooksett, being his principal opponent.

For Congress Henry W. Blair was renominated in the Third District, and Gilman Marston again secured the nomination in the First District. In the Second District James F. Briggs, of Manchester, was nominated on the first ballot, the vote standing: Briggs, 137; Orrin C. Moore, 46; Austin F. Pike, 24; Nehemiah G. Ordway, 21; Charles H. Burns, 9.

The Republican State committee organized by the choice of Elijah M. Topliff, of Manchester, as chairman; George E. Jenks, of Concord, secretary; and John Kimball, of Concord, treasurer.

The Democratic State Convention was held January 17, 1877. John S. H. Frink, of Greenland, was chosen president. Some opposition developed to the renomination of Daniel Marcy as a candidate for Governor, his principal opponent being Frank A. McKean, of Nashua. A ballot, however, showed Marcy largely the choice of the convention, 385 votes being cast for him to 127 for McKean and 12 scattering. The Democrats renominated Frank Jones for Congress in the First District and Henry O. Kent in the Third District. In the Second District they brought forward a new candidate, Alvah W. Sulloway, of Franklin.

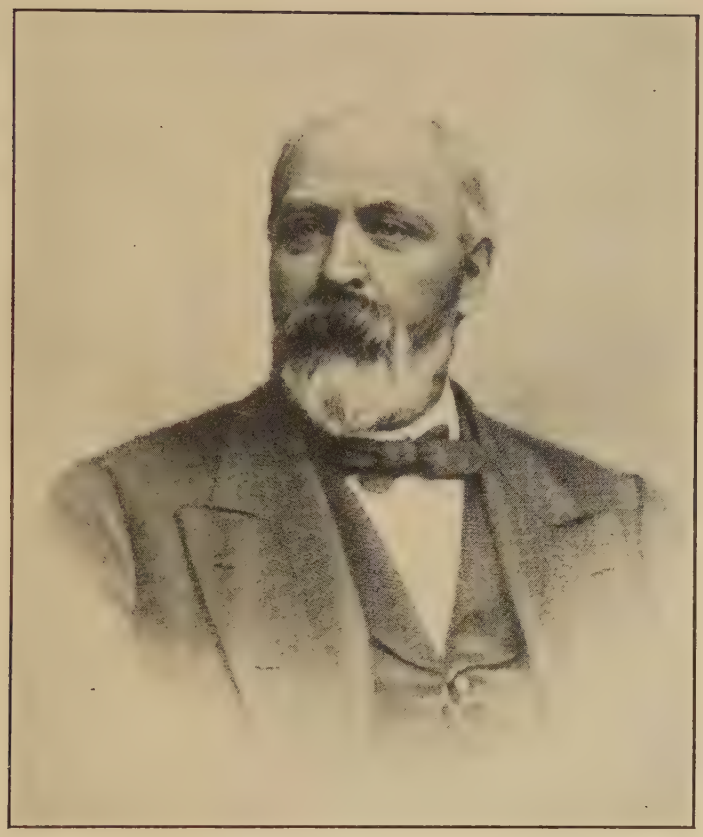
Briggs and Sulloway, who were opposing candidates for Congress in the Second District, were coming into prominence as leaders in their respective parties. Briggs had served in both branches of the Legislature and was to serve three terms in Congress. His service in the National House of Representatives was contemporaneous with Rollins' service in the Senate, and he became Rollins' leading rival when the latter sought reëlection to the Senate in 1883.

Sulloway became one of the master spirits of the Democratic party of New Hampshire and helped to shape its policies until the campaign of 1896, when, not agreeing with the principles set forth in the Democratic national platform, he withdrew from active participation in politics.

The March election resulted in a Republican victory except in the First Congressional District. The vote for Governor was: Scattering, 56; Asa S. Kendall, 338; Daniel Marcy, 36,721; Benjamin F. Prescott, 40,755.

Briggs was elected to Congress in the Second District by 1,097 plurality, Blair in the Third District by 861 plurality, while Jones secured his reëlection in the First District by 43 plurality.

Benjamin Franklin Prescott—Benjamin Franklin Prescott, thirty-ninth Governor of New Hampshire, was born at Epping, February 26, 1833. He was educated at Pembroke and Phillips Exeter academies, and



B. F. Pinchback

GOVERNOR 1877-1879

at Dartmouth College, where he was graduated with honors in 1856. Teaching and the study of law engaged his attention for the next four years; in 1861 he became associate editor of the "Independent Democrat," the leading anti-slavery paper in the State, at Concord, but in January, 1865, relinquished this position, and from then until June, 1869, was a special agent of the United States Treasury Department for New England.

He was secretary of the Republican State Committee for fifteen years from 1859. In June, 1872, he was elected Secretary of State, and served in this position until he became Governor in June, 1877, with the exception of the year 1874, when the office was held by a Democrat; was secretary of the New Hampshire college of electors of President and Vice-President of the United States in 1860, 1864, 1868, 1872, 1876 and 1880. In 1877 he was elected Governor of New Hampshire and was reëlected in 1878. In 1874 Governor Prescott was appointed a trustee of the New Hampshire College of Agriculture and the Mechanic Arts, and president of the board the last two years of his life. He was elected a trustee of Dartmouth College by vote of the alumni in 1878, and was a trustee until his death. On May 6, 1880, he was elected a delegate-at-large to the National Republican Convention at Chicago, and was chosen chairman of the New Hampshire delegation while there.

For many years he was president of the Bennington (Vermont) Battle Monument Association; was present as Governor, and took conspicuous part in the centennial celebration of the battle in 1877; was also president of the day at the laying of the corner-stone of the monument in 1887, and took part in its dedication in 1891. In November, 1887, he was appointed by Governor C. H. Sawyer and council a railroad commissioner, which position he held for six years. Governor Prescott did an unprecedented work in conceiving the idea and executing it so fully of collecting for the State, and for Phillips Academy, at Exeter, Dartmouth College and other institutions, portraits of her distinguished sons and alumni. Governor Prescott died at Concord, February 21, 1895.

His son and namesake, Benjamin F. Prescott, has been judge of the Milford Municipal Court since 1915.

State Prison Erected—A new State prison was erected at this time, for which the Legislature appropriated $230,000.

Last Annual State Election, 1878—The last annual State election was that of 1878, all since then being biennial elections under the amended constitution. The Republicans met in convention January 9, 1878. Charles H. Bell, of Exeter, presided, and Governor Prescott was renominated by acclamation.

The Democratic State Convention met January 16, 1878. Henry O. Kent, of Lancaster, presided. John H. George, of Concord, reported the

resolutions. A new candidate for Governor was looked for, as Daniel Marcy, of Portsmouth, had received the customary two nominations. Among the names canvassed were those of Frank A. McKean, who had been twice elected mayor of Nashua, Warren F. Daniell, of Franklin, and Horatio Colony, of Keene. Sentiment crystallized about McKean, and he was nominated on the first ballot without opposition.

The Labor Reformers and the Prohibitionists each made nominations, Samuel Flint, of Lyme, being the candidate for Governor of the former, and Asa S. Kendall, of Swanzey, the candidate of the Prohibitionists.

The vote at the election was:

Whole vote	77,788	Asa S. Kendall, *T.*	205
Scattering	82	Frank A. McKean, *D.*	37,860
Samuel Flint	269	Benjamin F. Prescott, *R.*	38,372

CHAPTER XXXI.

POLITICAL AFFAIRS FROM 1879 TO 1898.

When New Hampshire was a Pivotal State—Intensity of Political Campaigns—Prominent Leaders of the Republican and Democratic Parties—Greenback Party, 1879—Administration of Governor Natt Head, 1879-81—Henry W. Blair—Census of 1880—Administration of Governor Charles H. Bell, 1881-83—Garfield's Election in 1880—Wentworth's Location Incorporated, 1881—Administration of Governor Samuel W. Hale, 1883-85—Austin F. Pike Elected Senator—Cleveland's First Election in 1884—Railroad Consolidations—Administration of Governor Moody Currier, 1885-87—Insurance Companies Quit State—Administration of Governor Charles H. Sawyer, 1887-89—Career of William E. Chandler—Railroad Legislation—Harrison's Election in 1888—Administration of Governor David H. Goodell, 1889-1891—Constitution Convention of 1889—Administration of Governor Hiram A. Tuttle, 1891-93—Governor Tuttle and His Council—Career of Dr. Jacob H. Gallinger—Cleveland's Second Election in 1892—Administration of Governor John B. Smith, 1893-95—Administration of Governor Charles A. Busiel, 1895-97—McKinley's Election, 1896—Administration of Governor George A. Ramsdell, 1897-99—Jamestown Exposition—"Cy" Sulloway, Congressman.

(By the late James O. Lyford).

When New Hampshire Was a Pivotal State—Few of the generation now active in politics have knowledge of the important position occupied by New Hampshire in the political contests of the country for nearly a quarter of a century succeeding the birth of the Republican party. Her elections were annual until 1878. Occurring the second Tuesday of March, they were the first in the year, and therefore regarded as an index of popular feeling.

During all this period the State was closely contested by the Republican and Democratic parties. The result being in doubt until the votes were counted, the eyes of the whole country were fixed upon New Hampshire, and almost every election of the State became national in its character. State affairs were incidentally discussed by local speakers and by the press, but the all-absorbing issues were made by the national administration at Washington.

During the Civil War, when the approval of the people of the conduct of the war meant so much to Lincoln and Stanton, those great men watched with intense interest the progress of New Hampshire campaigns. The national committees of both parties aided in the canvass. Men of

national reputation on both sides, leaders prominent in other States, distinguished members of Congress, took part in the campaigns, speaking upon the stump. The State was visited by correspondents of leading metropolitan newspapers, who gave to their readers thrilling accounts of the campaigns, forecasting the result. The individual voter was scheduled in every town by school districts, and returns made to the party headquarters at Concord. So accurate was the Republican canvass that its State committee dared to publish in advance its figures, sure that they would be verified by the returns.

Intensity of Politics—The intensity and the excitement of these campaigns have never been exceeded in any State. The voter who was not willing to make his vocation or business subsidiary to politics was regarded as unpatriotic. Men gave freely of their time and money to carry elections. Absent voters were brought home, and they were numerous. Young men who went beyond the State limits to begin life did not abandon the parental home until they were married, and trace of them was kept, not only by the town committees, but in many instances by the State Committee itself.

Boston, the metropolis of New England, drew many of the young men from New Hampshire. The preponderance of Republicanism in Massachusetts had its influence upon not a few of the young Democrats who drifted there. Their change of views was often known at Republican headquarters at the capital, even before the intelligence reached the town where they voted. Then the local Republican committee was advised to send for the voter, and he appeared in town the morning of election, returning on a Republican voter's certificate, to the surprise of the local Democrats. It has been frequently said that the absent voters carried the State Republican in many a close election. This is undoubtedly true, and it was owing to the superior organization of the Republican party, with its better knowledge of individual voters and its systematic effort to have every vote count. The importance of one vote was emphasized in almost every letter or circular sent out by the Republican State Committee. If the election of Marcus Morton as Governor of Massachusetts by one majority was cited once by the Republican leaders and newspapers, it was a thousand times, to point to the importance of individual action.

Campaign Methods—The campaigns, until 1878, occurred in midwinter, the conventions being held in December or January. Travelling by rail and in the highways was frequently blocked by snow-storms, mails were delayed and communication cut off for several days with some sections of the State. No inclemency of the weather, however, dampened the ardor. Many towns in those days had to be reached by long rides in stages, or by private teams. It was before the time of telephones, and

the telegraph was but little used. Correspondence was conducted without the service of stenographers or typewriters, yet all the minutiæ of town politics was under advice from State headquarters. No locality was so unimportant as to be omitted from the care of the State committee.

Then there was the stump speaking. Every one in the State on both sides who could enlighten an audience was drafted into service, while the best oratorical talent was drawn from the country at large. Toward the close of the campaign, the announcements of meetings for the week filled several columns of the newspapers. So great was the interest that halls were not large enough to hold the gatherings. In one campaign in the sixties, the late Senator Daniel W. Voorhees, of Indiana, was advertised to speak at Loudon. The largest hall was the church, and not half of the people congregating could gain admittance. A window of the church was taken out, a temporary platform laid across the window-sill, and, standing in the window, Senator Voorhees addressed both the crowd inside and outside the church. Such experiences were not uncommon.

In those days the people of New Hampshire had the pleasure of listening to the great leaders on both sides. In the published lists of stump speakers in various campaigns will be found such names as Abraham Lincoln, Stephen A. Douglas, Hannibal Hamlin, Thomas A. Hendricks, Henry Wilson, Frank P. Blair, Salmon P. Chase, Zachariah Chandler, Montgomery Blair, Anson S. Burlingame, Thomas Ewing, Jr., Andrew G. Curtin, James R. Doolittle, Nathaniel P. Banks, John B. Gordon, Lucius Q. C. Lamar, Galusha A. Grow, John A. Andrew, William B. Allison, Joseph R. Hawley, Daniel E. Sickles, Horace Maynard, Daniel W. Voorhees, James G. Blaine, Eugene Hale, William P. Frye, Benjamin F. Butler, Henry L. Dawes, Richard O'Gorman, James A. Garfield, James W. Nye, Lot M. Morrill, John A. Bingham, William W. Eaton, Patrick A. Collins, John Covode, George G. Gorham, Frederick Douglass, Julius C. Burrows, Edward F. Noyes, and Richard Oglesby.

In addition to conducting such a speaking campaign, the State committees prepared the ballots and sent them to each town. This was no easy task when care had to be taken that they did not fall into the hands of the enemy in season to counterfeit and distribute on election day, to the confusion of the voter. It was no infrequent occurrence for local leaders to call attention to spurious ballots at the opening of town meeting, ballots which had the insignia of one party at their head and perhaps the names of some of its candidates, but with the names of opposing candidates interjected here and there on the ticket.

The Republicans always made their fight for the control of the Legislature, or, more particularly speaking, for a majority of the House of Representatives. It took a majority vote to elect State Senators, Council-

ors, and Governors. If there was no choice by the people in senatorial or councilor districts or of Governor, the majority in the Legislature filled the vacancies thus arising. This was the practice until 1915. The meeting opened in each town or ward with the ballot for moderator, and this became the test vote. The party electing its moderator usually carried with it the representative and the town offices.

Before the towns of Gilmanton, Sanbornton, and Gilford, for example, were divided, seven or eight hundred voters gathered in each town to contest the election. So firm was the alignment, and so close the issue, that in these and other towns of the State the voters often balloted all day for the choice of moderator, frequently having a tie vote. Here again the importance of the one vote was brought home. The one vote in the town might elect the moderator and the representative, and the one representative might control the Legislature.

The State committee, and in such matters the committee meant its chairman or guiding spirit, had to reconcile differences in towns arising out of the conflicting ambition of men to go to the Legislature. It was these personal appeals from headquarters for harmony, for the burial of animosities, with promise to interfere next time in behalf of the disappointed, that contributed largely to saving the day in an important campaign.

Well-nigh perfect as was the Republican organization in those years, it was almost equalled in effectiveness by the cohesion and discipline of the Democratic party, led by Harry and George A. Bingham, John G. Sinclair, John H. George, John M. Hill, John W. Sanborn, Frank Jones, and other strong, energetic, and adroit men, some of whom, like Henry O. Kent, were originally Republicans. The Democratic party was a dangerous antagonist. Successful defeats never chilled its efforts or abated its zeal. Its leaders were alert, trappy, sagacious and ready to seize upon a mistake and count it to their advantage. They were aided by a vigilant newspaper press which had its readers in every hamlet.

Every act of the Legislature, every appointment of the Governor, was closely analyzed, and the vote of every member of the Legislature scrutinized, especially if he were a new member and a candidate for reëlection, as was the custom. "To die a yearling," as it was called—that is, to fail of reëlection—was a political disgrace, and the care of the party managers extended even to a supervision of every member of the Legislature. Politics permeated everything year in and year out. The close election whetted the appetite of the minority and increased their efforts in the next campaign.

It is still a marvel how year after year, with the two exceptions of 1871 and 1874, the Republican party held control of the State by the narrowest of margins. There were seasons when it seemed as if victory must perch on the Democratic banner. There were critical times in the

Civil War period when successive Union defeats in the field gave Democratic victories all over the country except in New Hampshire. There were years of the Grant administrations when dishonesty of Federal officials, mistakes of Republican Congresses, and party quarrels overturned doubtful and strong Republican States, but New Hampshire stood true through it all to the Republican cause. There were unfortunate nominations made by New Hampshire Republicans which at the outset threatened the loss of the State.

At such times Democratic activity would be doubled. Its hurrah was the loudest, its meetings the largest, the vigor of its newspapers the most pronounced. Yet, somehow, by the hardest kind of work, the Republicans would rally, stand closer together, become aggressors, turn the flank or break the centre of the enemy, and the election would be won. The voter who has just come of age has no conception of the political campaigning which occurred in New Hampshire from 1856 to within a decade of the present century. It has not its counterpart in any State during the entire history of the country. The nearest approach to it has been in the State of Indiana, but in that State there have been no victories like those won in New Hampshire largely through the superiority of party organization and the tactful skill of the chairman or directing spirit of the State committee.

The Republican organization of New Hampshire was created by Edward H. Rollins, who was the first chairman of its State committee, and during the early life of the party the work of organizing it and conducting its campaigns was largely done by him, aided by Sylvester Dana and William E. Chandler as secretaries. The headquarters for several years was in the back room of Rollins's drug store on Main Street, in Concord.

The Greenback Party, 1879—The Greenback party never made much impression on the political history of New Hampshire. In 1876 Peter Cooper was candidate of that party for the Presidency, when Hayes and Tilden were candidates of the regular Republican and Democratic parties. The Greenback party advocated paper currency "based on the faith and resources of the Nation," exchangeable on demand for interest bearing bonds, and the bonds were to be exchanged for more paper currency. A great many people thought this would be an easy way of making money, and that the Nation might pay off its debts and increase the circulation of money, thus increasing prosperity among all the people.

Cooper polled 81,737 votes in the country, but he had no supporters in New Hampshire, which cast 41,525 for Hayes and 38,450 for Tilden.

The Greenback party apparently lacked the machinery of organization in New Hampshire. There was the same discontent here with the circulation of money or lack of circulation that there was in other eastern States. Farm values had declined, mortgages were heavy. In Vermont,

Maine and Massachusetts the Greenback party became an important factor, and in Maine and Massachusetts there was an open alliance between the Greenback element and the Democratic party, but in New Hampshire there was no such alliance.

At the election of 1879, however, the Greenback party united with the Labor party and supported Warren G. Brown for Governor. Throughout the country, the Greenback party, in 1878, had elected fourteen Congressmen and polled almost a million votes. The Greenbacks were talking fiat money and the science of banking, while the labor wing of the combination advocated a shorter working day, the abolition of child labor and a living wage.

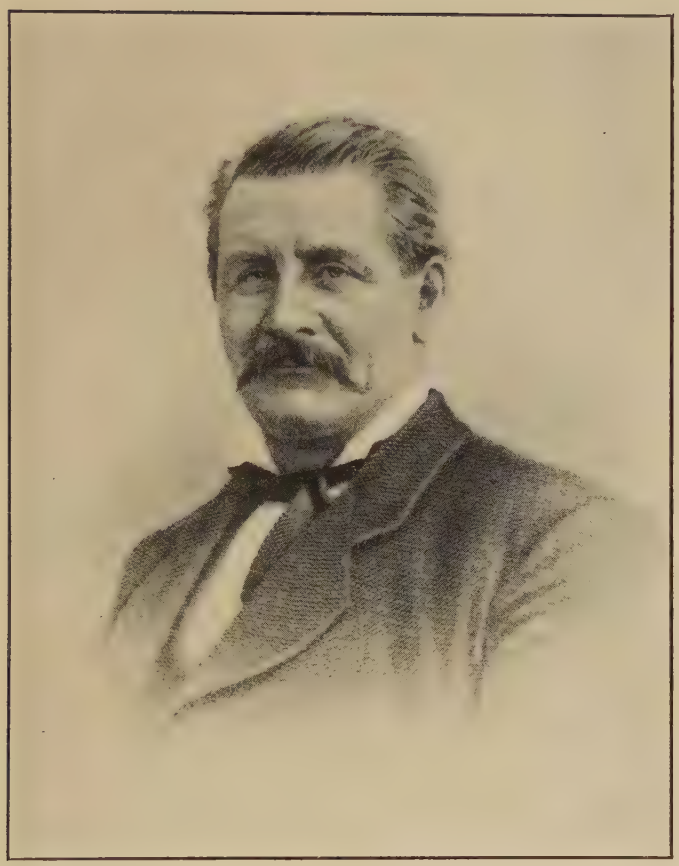
State Campaign of 1878—The Republican State Convention met September 10, 1878. It was presided over by Charles H. Burns, of Wilton, and James W. Patterson, of Hanover, reported the resolutions. There was an earnest rivalry between the friends of Natt Head, of Hooksett, and Charles H. Bell, of Exeter, to secure the gubernatorial nomination. The contest was settled on the first ballot by a vote of 412 for Head, 282 for Bell, and six scattering. Bell had to wait two years.

For Congress, the Republicans renominated James F. Briggs in the Second District, while Joshua G. Hall, of Dover, was selected on the first ballot in the First District. In the Third District, three ballots were necessary to effect a nomination. The leading candidates were Ossian Ray, of Lancaster; Levi W. Barton, of Newport; Chester Pike, of Cornish; and Evarts W. Farr, of Littleton; the latter leading on the first ballot and winning on the third.

The Democratic State Convention met September 12, 1878. Hosea W. Parker, of Claremont, presided. Frank A. McKean was renominated by acclamation. At the Democratic Congressional conventions Alvah W. Sulloway, of Franklin, was renominated in the Second District and Henry O. Kent, of Lancaster, in the Third District. In the First District Herbert F. Norris, of Epping, was nominated on the first ballot.

The Greenback movement, which had made itself felt in other States, came into prominence in New Hampshire during this campaign. A State convention, at which 362 delegates were present, was held at Manchester. Cyrus A. Sulloway, of Manchester, presided. Warren G. Brown, of Whitefield, was nominated as a candidate for Governor. The Greenback party nominated candidates for Congress in all three districts; Lafayette Chesley, of Nottingham, in the first; Cyrus A. Sulloway, of Manchester, in the second; and James W. Johnson in the third.

The Greenback party, in 1878, reached the height of its importance, although it was not able to prevent the choice of the Governor by the people. Natt Head, of Hooksett, who had been elected Senator in 1875, and unseated through a technicality, being the Republican candidate



D. Watt Cead

GOVERNOR 1879-1881

received 38,075 votes. McKean was again the Democratic candidate and polled 31,138. The Greenback candidate, Warren G. Brown, carried the labor districts in Manchester over both the principal candidates, but his showing in the country towns was very weak and his total vote was 6,407.

This was the first election in New Hampshire under the revised constitution which provided for a two-year term instead of a one-year term for Governor and for biennial sessions of the Legislature instead of annual sessions.

In 1880, Mr. Brown was again a candidate, but his vote indicated that the Greenback party was rapidly disappearing in this State. He polled only 503 votes as compared with 44,432 for Charles H. Bell, Republican, and 40,813 for Frank Jones, Democrat.

Natt Head—Natt Head, fortieth Governor of New Hampshire, was born at Hookset May 20, 1828, descendant of Nathaniel Head, a Welshman, who emigrated to Massachusetts in early colonial days. His great-grandfather and grandfather served in the Revolutionary War, the former rising to the rank of lieutenant-colonel and losing his life at Bennington.

Natt Head, after attending Pembroke Academy, aided his father in farm work and in a lumbering business to which he succeeded, and then added the manufacture of bricks in association with a brother. Early interested in military affairs, he was one of the first members of the Hookset Light Infantry; served for four years as drum major of the 11th Regiment; for many years was commander of the Amoskeag Veterans of Manchester, and was an honorary member of the Boston Lancers and an ex-sergeant of the Ancient and Honorable Artillery. He also was on the staff of Governor Gilmore, and in recognition of his many services in the department of arms, a military organization formed in Manchester at the close of the Civil War was named the Head Guards.

After holding various town offices and representing Hookset in the Legislature (1861-62) he was appointed adjutant-general and served from 1864 until 1870. In this capacity he issued a series of reports giving the history of every officer and private who had ever entered the service from New Hampshire, beginning with 1623 and including the period of the Civil War, thus making an invaluable contribution to the annals of the State and Nation. He was a director of the Suncook Valley Railroad and of the First National and Merrimack River Savings banks of Manchester; was a leading member and president of the State Agricultural Society and originated the plan of holding farmers' conventions.

In 1875 he was elected to the State Senate, but was unseated by a technicality. In 1876 and 1877, however, he was reëlected and was chosen president of the Senate. At the Republican State convention in 1878, which was the first to elect candidates for the biennial term, Gen-

eral Head was nominated upon the first ballot by a decided majority, and at the election, in spite of the rise of the Third (Greenback) party, which drew off many Republicans, he received a majority of 488.

The project of a new State prison inaugurated by his predecessor was carried forward to completion, and the case of the murderer, Buzzell, one of the most celebrated in the criminal records of this country, was finally disposed of, Governor Head refusing to commute the sentence of death, previously passed. On leaving the chair General Head returned to business life, but soon retired on account of ill health. He died at Hookset November 12, 1883.

Blair Elected Senator, 1879—As soon as the fall election of 1878 was over, the contest for a seat in the Senate began. Senator Wadleigh's leading opponent was Henry W. Blair, whose second term as Congressman expired. Blair developed a remarkable personal following, which he successfully held for many years. After serving two terms in the Senate, he was again returned to the National House of Representatives, redeeming a district which had been twice lost by the Republican party. His service in both Houses of Congress covered a period of eighteen years, a record made by only one of his predecessors in New Hampshire.

Other avowed candidates for Wadleigh's seat were Orrin C. Moore, Gilman Marston, and Aaron F. Stevens, the last two being members of the incoming Legislature. Marston was a gallant soldier of the Civil War, an able lawyer, and had served three terms in Congress.

Between the time Senator Wadleigh's term expired and the election of Senator Blair, the office of Senator was filled by Charles H. Bell, of Exeter, by appointment of Governor Prescott. Bell had just been defeated for Governor and was to become Governor two years later.

Henry W. Blair—Henry W. Blair was born at Campton December 6, 1834. His father, who was a descendant from a colony of Scotch-Irish which settled in New Hampshire, was a scholarly man of musical tastes and culture and a prominent officer in the State militia.

The mother of Senator Blair had similar tastes and attainments to those of her husband. Both his parents were members of the Congregational denomination.

In 1836 Senator Blair's father was killed accidentally, leaving a widow in extreme poverty. His mother also died.

About three years previous to this bereavement he had been taken as an inmate of the residence of Richard Bartlett, of Campton, with whom he lived several years, improving his mind as opportunities afforded, and working on the farm of his benefactor. His education, up to the age of nineteen, was gained chiefly by attendance at the common school in winter, and two terms at the Plymouth Academy.

HENRY W. BLAIR
Senator, 1879-91

Upon leaving his home at Mr. Bartlett's, Mr. Blair taught school and adopted other means to raise sufficient money for a full course at college, but his health failing, was deprived of this advantage, succeeding only in having one term at the New Hampshire Conference Seminary. He subsequently read law with William Leverett, of Plymouth, and was admitted to the bar in 1859.

In 1860 he was elected prosecuting attorney for Grafton County.

Upon the outbreak of the war he entered the army, and was appointed major of the 15th New Hampshire Volunteers, of which regiment he was soon afterwards made lieutenant-colonel. During the siege of Port Hudson he was twice severely wounded, and on account of sickness was incapable of active service during the remainder of the war.

In 1866 he was elected a member of the New Hampshire House of Representatives, and of the State Senate in 1867-68. He served in the Forty-fourth and Forty-fifth Congresses, but declined a renomination to the House of Representatives of the Forty-sixth.

His seat in the Senate as successor to Charles H. Bell, who had been temporarily appointed by the executive of New Hampshire, was taken June 20, 1879, and his term of service expired March 3, 1885. Senator Blair was reëlected for a term of six years.

Perhaps his greatest distinction has been earned by his attention to social questions. He was an ardent temperance reformer.

Census of 1880—The census of 1880 showed that there were 142,468 people employed in the principal occupations. The number engaged in manufacturing and mechanical industries was 58,037, the number in agriculture was 44,490, in the professions 28,206, in trade 11,735, as laborers 10,651 and as domestic servants 7,538. This was the first census in which the figures showed that the State had lost its distinctive agricultural character, which predominated in the early history, and which indicated the growing importance of manufacturing.

In 20 years from 1860 to 1880 the money invested in manufacturing increased from $22,000,000 to $51,000,000, and the number of persons employed in manufacturing establishments increased from 32,340 to 48,831. The annual wages paid increased from $8,000,000 to $15,000,000. This growth in manufacturing was largely due to the protective tariff policy and in part to the liberal manner in which manufacturing industries were treated in this State. It was customary for communities to exempt such establishments from taxation during the early years of their establishment, a policy which was continued until about 1921.

The census reduced the number of Congressmen for New Hampshire from three to two, where it has since remained. Unless the membership of Congress is increased, the New Hampshire representation may be reduced to one representative by the census of 1930.

State Campaign of 1880—The campaign of 1880, in New Hampshire, early gave promise of being closely contested. The Democrats fixed upon Congressman Frank Jones, of Portsmouth, as their candidate for Governor. He had twice carried the First Congressional District as a candidate for Congress, and his party had strong hopes of electing him. The Republican nomination for Governor was settled in advance of the convention. Senator Charles H. Bell, of Exeter, who had been a candidate for the nomination in the previous convention and who had served for three months in the Senate by executive appointment, was the choice of the entire party.

In the First Congressional District Joshua G. Hall, of Dover, was renominated, as was Evarts W. Farr, of Littleton, in the Third District, and in the Second District, James F. Briggs, of Manchester.

The Democratic Congressional candidates were John W. Sanborn, of Wakefield, in the First District, Alvah W. Sulloway, of Franklin, in the Second, and George A. Bingham, of Littleton, in the Third, the latter resigning from the Superior Court to accept the nomination.

The vote at the election was:

Whole vote	86,164	Warren G. Brown, *G*	503
Scattering	75	Frank Jones, *D*	40,813
George D. Dodge, *T*	341	Charles H. Bell, *R*	44,432

All Republican candidates for Congress were reëlected.

Charles Henry Bell—Charles Henry Bell, forty-first Governor of New Hampshire, was born at Chester November 18, 1823, son of Governor John Bell. He was fitted for college at Pembroke and Phillips Exeter academies, and entered Dartmouth in 1838, but the same year his health obliged him to leave, and he did not return until 1840, when he reëntered the freshman class. Some months of the intervening period were devoted to the study of civil engineering in Boston. Upon leaving college he studied law in the offices of his cousin, James Bell, of Exeter, and the latter's brother, Samuel Dana Bell, and was admitted to the bar in 1847. Two years later he removed to Great Falls, New Hampshire, where he practiced, in partnership with Nathaniel Wells. Exeter offered a more satisfactory field, however, and in 1854 Mr. Bell removed to that place.

In 1856-66 he was solicitor of Rockingham County. Charles Doe, chief justice of the Supreme Court of New Hampshire, said of him: "A mind more capable of grasping, mastering and presenting legal questions quickly, clearly and thoroughly I have never known." In 1868 he retired from active practice. In 1858, 1859, 1860, 1872, and 1873 he represented Exeter in the State Legislature, and in 1863, 1864 in the State Senate; was speaker of the House in 1860, and president of the Senate in 1864. In his first year in the House he was made chairman of the judiciary committee, an unusual honor for one so young. By

EVARTS W. FARR
Congressman, 1879-80

appointment of the Governor, in 1879, he became a member of the United States Senate, filling a vacancy until an election in the following June. He was nominated for Governor by the Republicans in 1880 by acclamation, and elected by the largest number of votes ever cast for a Governor in the State. In 1889 he presided over a convention called to revise the State constitution. Governor Bell was a member of the New Hampshire Historical Association from 1853 until his death; its president in 1868-87. He was vice-president of the Prince Society, and a member of its council for 21 years; member of the New England Historic Genealogical Society for 23 years, and a contributor to it of valuable papers; of the Royal Antiquarian Society; the Royal Historical Society of Great Britain, and a corresponding member of the Massachusetts Historical Society and others. Governor Bell died at Exeter November 11, 1893.

Congressman Ossian Ray—In November, 1880, Evarts W. Farr, member of Congress from Littleton, died in office and Ossian Ray, of Lancaster, was elected to succeed him. He was subsequently reëlected twice, and sat in Congress until 1885.

Election of President Garfield—In 1880 the Republican Convention met at Chicago June 2 and nominated James A. Garfield for President and Chester A. Arthur for Vice-President. The New Hampshire delegates were for James G. Blaine. The delegates-at-large were William E. Chandler, of Concord, David H. Buffum, of Somersworth, Ruel Durkee, of Croydon, and Governor Benjamin F. Prescott, of Epping. Mr. Chandler served as national committeeman, and was on the executive committee.

The Democratic convention met at Cincinnati June 22 and nominated General W. S. Hancock for President. The New Hampshire delegates-at-large were Harry Bingham, of Littleton; Frank Jones, of Portsmouth; John H. George, of Concord, and Martin V. B. Edgerly, of Manchester. The district delegates included Hosea W. Parker, of Claremont and Irving W. Drew, of Lancaster. Alvah W. Sulloway, of Franklin, was reëlected as member of the national committee.

The vote at the election was:

Electoral Vote:		Total vote	N. H. vote
President—James A. Garfield, Republican		214	5
	Winfield S. Hancock, Democrat	155	
Vice President—Chester A. Arthur, Republican		214	5
	William H. English, Democrat	155	

Popular Vote:		Total vote	N. H. vote
	Garfield and Arthur, Rep.	4,449,062	44,856
	Hancock and English, Dem.	4,442,109	40,797
	Weaver and Chambers, Greenback	307,286	528
	Dow and Thompson, Prob.	10,305	180
	Scattering	1,696	

ELECTORS—Aretas Blood, Ezra H. Winchester, Albert S. Eastman, John A. Spaulding, Henry L. Tilton.

Senate Turns Chandler Down—On March 23, 1881, William E. Chandler was nominated by President Garfield as solicitor-general in the Department of Justice; but his confirmation was opposed by Attorney-General MacVeagh, and also by all the Democratic Senators, on account of his extreme radicalism on the Southern question. The Republicans, with vice-President Arthur's note, would have had one majority; but the whole Democratic vote, the absence of the New York Senators, the abstention of Senator Mitchell, and the adverse vote of Senator Cameron, of Pennsylvania, caused his rejection, on May 20, by five majority.

Wentworth's Location Incorporated, 1881—Wentworth's Location became a town in 1881, being the youngest town in the State. Population, 50

Dispute Over Senatorship—In the Legislature of 1881 the question arose whether a United States Senator should then be elected to succeed Senator Rollins in March, 1883, or whether his successor should be elected by the next Legislature, which would not convene till June, 1883, or three months after the expiration of Senator Rollins' term of office. The issue seems to have been, that if the Legislature of 1881 elected, then the Senator in office, Edward H. Rollins, would probably be reëlected; if the election were postponed, he might be defeated. The election was postponed, and in 1883 Austin F. Pike was chosen to succeed Senator Rollins, to serve from three months before he was elected.

The State Board of Health was established by the Legislature of 1881.

A Famous Legislature—The Legislature of June, 1881, was one of the ablest Legislatures ever assembled in New Hampshire. The Republican leaders included William E. Chandler, Gilman Marston, Aaron F. Stevens, Walter Harriman, and Ira Colby, while the Democrats were led by Harry Bingham and Edward B. S. Sanborn. Other members were Chester B. Jordan, of Lancaster; Alonzo H. Quint and George S. Frost, of Dover; Henry Robinson, of Concord; Christopher H. Wells, of Somersworth; John Hatch, of Greenland; Isaac L. Heath, Waterman Smith, John C. Ray, and John C. Bickford, of Manchester, and Frank K. Hobbs, of Ossipee.

The State Senate organized by the choice of John Kimball as president. He was for many years treasurer of the Republican State Committee. Four times mayor of Concord, he gave the city business administrations unexcelled in its history. He could have been Governor of the State if he had consented to consider the nomination at the hands of his party.

Chester B. Jordan was elected Speaker without opposition. Henry Robinson, of Concord, a son-in-law of Senator Edward H. Rollins, was a candidate for Speaker, but withdrew the night before the Republican

caucus. During the session President Garfield accepted an invitation to visit New Hampshire, but the assassin's bullet prevented him from executing this intention.

Hale-Currier Political Battle—The Republican campaign of 1882 opened early. There were rival candidates for the gubernatorial nomination. From April to September there was a canvass for delegates unprecedented in the history of the party in the methods employed to secure them, and in the bitterness of strife engendered thereby. Manchester presented Moody Currier as a candidate for the nomination. He had been mayor of the city, a State Senator, and a member of the Governor's Council. He was a man of ability and learning, successful in business, everywhere respected, but advanced in years. The other candidate was Samuel W. Hale, of Keene, who had been voted for in previous State conventions, and he came from a section of the State that had not furnished a Governor for a quarter of a century.

The contest, however, increased in intensity as it progressed, and very soon charges and countercharges were made of sharp practices in securing delegates, until the feeling between the friends of the two candidates was wrought to that degree of hostility that it threatened to wreck the Republican party.

The contest was carried into the convention and there fought to the finish. After several ballots, Hale won by a small majority, and was declared the candidate of the party.

The Republican State Convention met September 12, 1882. It was presided over by Speaker Chester B. Jordan, of Lancaster, and the platform was reported by Alonzo H. Quint, of Dover. Four ballots were necessary for the choice of a candidate for Governor, Hale's vote increasing on each ballot.

The Democratic State Convention met the next day, being called to order by Arthur L. Meserve, of Bartlett, chairman of the State Committee. Stilson Hutchins, of Laconia, presided, and Charles F. Stone, of Laconia, reported the resolutions. Only one ballot was necessary to select a candidate for Governor, Martin V. B. Edgerly, of Manchester, receiving 296 of the 444 votes cast. Edgerly was in the insurance business.

The Republican nominees for Congress were Martin A. Haynes, of Gilford, in the First District, and Ossian Ray, of Lancaster, in the Second, the State's representation being now reduced to two members. "Private" Haynes had as active competitors for the nomination former Governor Benjamin F. Prescott, of Epping, and Andrew H. Young, of Dover, the latter having just resigned as collector of internal revenue for the New Hampshire district. Haynes was a veteran of the Civil War, a jovial comrade, and a popular candidate.

Ray was a lawyer of marked ability, who had been nominated and elected to fill out the unexpired term of Evarts W. Farr at the time of the latter's death. He was a man of forceful character and an earnest advocate.

The Democratic nominees for Congress were George B. Chandler, of Manchester, in the First District, and Jewett B. Hosley, of Lebanon, in the Second. Chandler was one of the leading bankers of the State, who with other leading Democrats of New Hampshire supported McKinley for President in 1896.

Charles F. Stone, of Laconia, was elected chairman of the Democratic State Committee, and Herbert F. Norris, of Concord, secretary. Stone had been identified with the Republican party until the campaign of 1880. He was subsequently the nominee of the Democratic party for Congress in the First District, and still later its candidate for Governor. During Cleveland's second term as President, he was appointed naval officer at the port of Boston. After retiring from this position he was appointed a judge of the Superior Court.

The Republican State Committee met amid gloom and despair to complete its organization. Jacob H. Gallinger was chosen chairman, as the representative of the Hale forces. Frank D. Currier, of Canaan, as representing the Moody Currier supporters, was chosen secretary.

Frank D. Currier, the new secretary of the State committee, first came into prominence in the Legislature of 1879 through his activities and familiarity with parliamentary procedure. Subsequent to his service on the State committee, he served as naval officer of customs at Boston, and later was elected Speaker of the New Hampshire Legislature and member of Congress.

Two other State tickets were in the field, a Temperance and a Greenback ticket. The total third party and scattering vote in the election of 1880 was less than a thousand. The vote for Governor was: Scattering, 168; Josiah M. Fletcher, 357; John F. Woodbury, 444; Martin V. B. Edgerly, 36,916; Samuel W. Hale, 38,402.

Both Republican candidates for Congress were elected by large majorities, and the Legislature was safely Republican.

Samuel Whitney Hale—Samuel Whitney Hale, forty-second Governor of New Hampshire, was born at Fitchburg April 2, 1823. Samuel Hale had the advantage of the district school and the academy of his native town; but as his parents were in moderate circumstances could proceed no further in acquiring an education. He joined his elder brother, John Moses, at Dublin, New Hampshire, and began a business life. Prospering in this, he extended his interest to manufacturing, and in 1859 removed to Keene, where, in a small way, he began to make chairs, his workmen being about twenty in number; twenty-five years

later 100 workmen were employed on the premises, the factory having been considerably enlarged, while some 500 women and children outside of the building, in Keene and adjoining towns, were also employed. Another branch of business in which Mr. Hale was largely concerned was the purchase and sale of shoe pegs, his sales in some years amounting to 1,000 bushels per day, most of these being exported to Germany. In 1882 he bought a woolen mill at Lebanon and conducted this in addition to his other interests.

He aided in building the Manchester and Keene Railroad, and was an owner of large amounts of stock of other roads. He was a director of the Citizens' Bank of Keene, and of the Wachusett Bank, of Fitchburg, Massachusetts. His home in Keene was a large mansion, built by ex-Governor Dinsmoor; besides this property he had a farm of 300 acres and one of equal extent in Newbury, Vermont.

In 1866 he was elected to the Legislature, and the next year was reëlected; in 1869-70 was a member of the Governor's Council. In 1880 Mr. Hale was selected as one of the delegates to the National Republican Convention at Chicago, Blaine being his preferred candidate; then, in 1882, after an exciting canvass, he became the Republican nominee for Governor. He was inaugurated June 7, 1883, and discharged his duties in a most admirable manner. Several new and important measures adopted by the Legislature received his sanction. Great pressure was brought to bear upon him to exercise his power of veto. Governor Hale died at the home of his elder brother, John M., Brooklyn, New York, October 16, 1891, but was buried at Keene.

Austin F. Pike Elected Senator, 1883—The Legislature met June 6, 1883. The Senate organized by the choice of Charles H. Bartlett, of Manchester, as president, and Frank D. Currier, of Canaan, as clerk. Bartlett had been mayor of Manchester. A prominent member of the Senate was Harry Bingham, who appeared for the first time in the upper branch of the Legislature. Another representative Democrat in this body was Irving W. Drew, of Lancaster, one of the most brilliant advocates of the State, and later to become identified with the Republican party. Other well-known members of the Senate were Chester Pike, of Cornish; J. F. Seavey, of Dover; Charles H. Amsden, of Concord, afterwards Democratic candidate for Governor; Henry Robinson, of Concord, later mayor of that city and postmaster of the capital for two terms; George W. Cummings, of Francestown; George A. Wason, of New Boston; Benjamin R. Wheeler, of Salem, and Benjamin F. Perkins, of Bristol.

The house organized with the choice of Samuel C. Eastman, of Concord, as speaker. Eastman was the best parliamentarian in the State, and at this session enunciated the principle of counting a quorum, although the house did not adopt his views. This was some six years

before Speaker Thomas B. Reed counted a quorum in the National House of Representatives. Three candidates for the United States Senate to succeed Edward H. Rollins, were members of the house, Gilman Marston, Aaron T. Stevens, and James F. Briggs. Combining the vote of the two houses for each candidate, their strength June 19th was:

Whole number of votes	328
Necessary for a choice	165
Edward H. Rollins, caucus nominee	127
Harry Binghan, Democrat	121
James F. Briggs	28
James W. Patterson	22
Aaron F. Stevens	17
Gilman Marston	10
William S. Ladd, Democrat	1
Mason W. Tappan	1
Charles H. Bell	1

The two houses met in convention the next day with very slight change in the relative vote. They continued to meet in convention each legislative day until August 2d, when a choice was effected. Rollins' strength fell off after the first vote. The contest dragged along until the third month of the session and the forty-third vote before a Senator was elected. Briggs and Stevens in the meantime had dropped out. Apprehension that Marston might finally secure enough votes with Democratic support to elect him, and weariness of the prolonged voting finally led to a concentration of Republican strength on Austin F. Pike, of Franklin, who had not received any considerable votes until the thirty-fifth ballot. He had served one term in Congress and been defeated for reëlection. In the early days of the party he had been an active worker, serving in two campaigns as chairman of the State committee.

The feeling engendered by the struggle for the gubernatorial nomination in 1882 was allayed by the nomination of Moody Currier in 1884, while Henry W. Blair was reëlected to the Senate in 1885 without formidable opposition.

Presidential Campaign of 1884—In 1884 the Greenback party nominated Benjamin F. Butler, a native of Deerfield, for President.

The Republicans met on June 3 and nominated James G. Blaine of Maine. The delegates at large from New Hampshire were Charles H. Sawyer, of Dover; George H. Stowell, of Claremont; Edward H. Rollins, of Concord; and Joseph B. Clark, of Manchester. Among the district delegates were Warren Brown, of Hampton Falls, and Frank D. Currier, of Canaan. Edward H. Rollins was reëlected a member of the national committee.

The Democratic convention met at Chicago July 8 and nominated Grover Cleveland. The delegates at large from this State were Frank Jones, of Portsmouth; Henry O. Kent, of Lancaster; Frank A. McKean, of Nashua; and Alvah W. Sulloway, of Franklin. The district delegates

included Harry Bingham, of Littleton, and Hosea W. Parker, of Claremont. Alvah W. Sulloway, of Franklin, was reëlected a member of the national committee. The vote was as follows:

Electoral Vote:	Total vote	N. H. vote
President—Grover Cleveland, Democrat	219	
James G. Blaine, Republican	182	4
Vice President—Thomas A. Hendricks, Democrat	219	
John A. Logan, Republican	182	4

Popular Vote:	Total vote	N. H. vote
Cleveland & Hendricks, Dem.	4,911,017	39,198
Blaine and Logan, Rep.	4,848,334	43,254
St. John and Daniel, Prob.	151,345	1,580
Butler and West, Greenback	133,815	554
Scattering	11,362	

ELECTORS—George W. Libbey, James E. Larkin, John B. Smith, Marshall C. Wentworth.

Railroad Consolidation—Railroad matters were now becoming more acute in their relation to the politics of the State. The control of the Concord Railroad, the link connecting the northern and southern railroads of the State at Concord and Nashua, and in a position to exact tribute of all, had been for years a bone of contention among the managers of these several railroads. The Boston and Maine Railroad had absorbed the Lowell Railroad on the south and was endeavoring to lease the railroads to the north of Concord. If successful in controlling those northern roads, the absorption of the Concord Railroad by the Boston and Maine was only a question of time. To create a New Hampshire system of railroads, owned and controlled in the State, was the desire of Benjamin A. Kimball, John H. Pearson, and others interested in the Concord Road. They secured control of the Boston, Concord and Montreal Railroad, one of the roads running north from Concord. Rollins was elected a director and president of this road in 1886, positions he held until his death in 1889.

Controlling the Boston, Concord and Montreal Railroad, they proposed to unite it with the Concord Railroad, hoping ultimately to secure connections with Boston. The consolidation with the Boston, Concord and Montreal Railroad did not take place until authorized by the Legislature at its June session in 1889. The consolidated railroad was to be called the New Hampshire Railroad, but, objections being raised by some of the stockholders of the Concord Railroad, the name was changed to the Concord and Montreal Railroad.

Election of Governor Currier—In 1884 the Republican nomination for Governor was conceded to Moody Currier, of Manchester, who had fought so heatedly for it in the previous campaign. Henry M. Putney, of Manchester, railroad commissioner and "boss" of the Republican party managed Mr. Currier's campaign and the candidate himself financed it liberally.

Ossian Ray, of Lancaster, having served two terms in Congress, retired and the Republicans nominated Dr. Jacob H. Gallinger, of Concord, chairman of the Republican State Committee to succeed him. The other Congressman, Martin A. Haynes, of Gilford, was reëlected on the Republican ticket.

The Democratic convention named John M. Hill, of Concord, treasurer of the Democratic State Committee, for Governor. He was a son of the famous Isaac Hill and a man prominent in the Democratic party for many years, as was his father before him. The election went strongly Republican with the following vote for Governor:

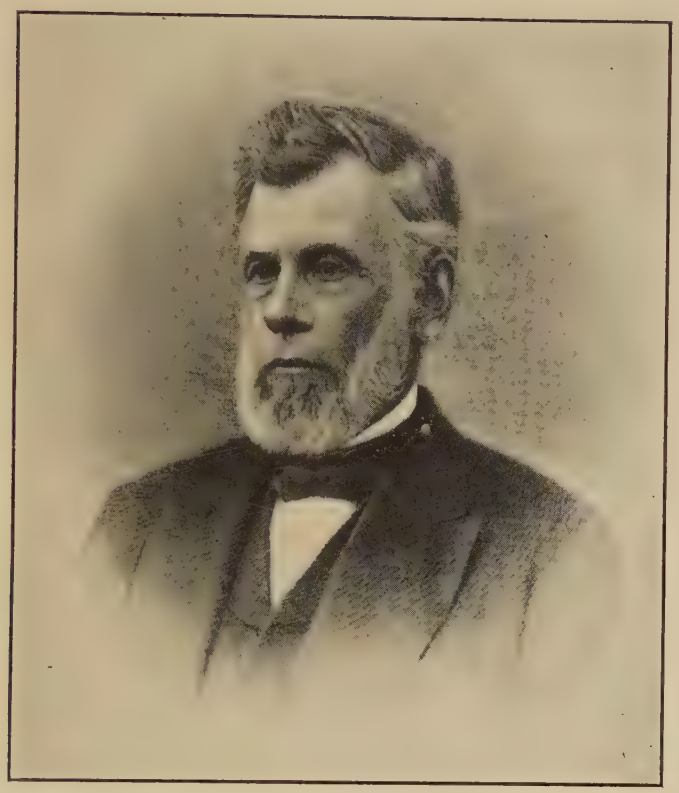
Moody, Currier, *R*.....	42,413	Scattering	2,318
John M. Hill, *D*.....	39,638		

The Republicans controlled the Legislature, all branches of the government, and elected both Congressmen.

Moody Currier—Moody Currier, forty-third Governor of New Hampshire, was born at Boscawen, April 22, 1806. His boyhood was passed on a farm, but a love of study and early aspirations led him to leave, that he might acquire a liberal education. After a few months spent at Hopkinton Academy, he entered Dartmouth College, in the class of 1834, his untiring energy soon giving him a prominent place and entitling him to the Greek oration at the graduating exercises. After leaving college he became preceptor of Hopkinton Academy, and inspired his pupils with an enthusiasm for learning; at the same time he began the study of law under Horace Chase. Five years were spent at Lowell, Massachusetts, where he had like success as principal of the high school; then having resumed his law studies and gained admission to the bar, he opened an office in Manchester, New Hampshire, in 1841, also engaging in journalism as one of the proprietors and editors of the Manchester "Democrat."

He was cashier of the Amoskeag Bank, president and treasurer of the Amoskeag Savings Bank, president of the Amoskeag National Bank, and was the founder, director and chief manager of the People's Savings Bank. He was treasurer of the Concord Railroad, director of the Concord and Portsmouth Railroad, and president of the Eastern Railroad in New Hampshire. In addition, he was a director of the Manchester Mills; treasurer of the Amoskeag Axe Company, and president of the Gas Light Company; also president of the Art Association and trustee of the City Library. He was clerk of the Senate in 1843, and a member of that body in 1856 and 1857, serving as president in the latter year.

In 1860-61, a most important period, he sat in the Governor's council; later, he was a presidential elector; finally he was elected Governor on the Republican ticket in 1884. Governor Currier died at Manchester, August 23, 1898.



Moody Currier

GOVERNOR 1885-1887

Currier Gallery of Art—Upon the death of Governor Currier's widow, his large fortune was bequeathed to the city of Manchester for the foundation of the Currier Gallery of Art. This art museum was erected during 1927 under the direction of the Currier Art Gallery trustees.

Legislature of 1885—The Legislature of 1885 met on June 3. Edgar Aldrich, who afterward became judge of the United States District Court, was the Republican candidate for speaker in the House of Representatives and received 182 votes; and Dennis F. O'Connor, of Manchester, Democratic candidate, had 116. Mr. O'Connor was the father of Timothy F. O'Connor, of Manchester. The Senate elected Chester Pike president and Frank D. Currier clerk.

Reëlection of Senator Blair—The Legislature of 1885, on June 16, reëlected Henry W. Blair United States Senator. He received 178 votes. Harry Bingham, the Democratic candidate, had 117 and one Representative voted for William E. Chandler.

"Valued Policy" Insurance Law—As a consequence of insurance laws enacted by the Legislature of 1885, which required them to pay losses to the amount named in insurance policies, 58 fire insurance companies combined together and simultaneously withdrew their agencies from New Hampshire, refusing to continue to insure property. The object of this move was to compel the repeal of the laws and also to intimidate other States from passing legislation of a similar character. Their course was severely criticized because while they undoubtedly had a right to refuse to accept risks in New Hampshire, it was felt that they did not have a right to band together and act unitedly to punish and distress the property owners. It was, in fact, a strike and a boycott.

The sudden withdrawal of such a large amount of business not only crippled the industries of the State, but affected all business enterprises which depend on fire insurance as a basis of credit. New companies were organized within New Hampshire, which in a short while came to the relief of property owners, and inside of a year there were five stock companies and 16 general mutual companies and 21 local mutual companies organized to take care of New Hampshire business.

One result of the withdrawal of the companies was a large reduction in fire losses in 1885 and 1886, which was due to greater precautions being taken by owners of property that was not covered by insurance. It also encouraged the installation of fire protecting apparatus. The amount of insurance business written in 1886 was $50,000,000, in addition to which the manufacturers had mutual companies covering risks of $35,000,000.

Governor Sawyer's Election, 1886—In the campaign of 1886, the Republicans nominated Colonel Charles H. Sawyer for Governor and the Democrats selected Thomas Cogswell. The contest between them

was exceedingly close. The Republicans carried the popular vote by a plurality but lacked a majority. The popular vote gave 37,796 for Sawyer and 36,554 for Cogswell. The latter received 784 additional votes under the name of "Thomas H. Cogswell," due to an error in printing some of the ballots.

The Prohibition party nominated Joseph Wentworth, a member of the famous Wentworth family which had furnished the last two colonial Governors and the first revolutionary executive, John Wentworth, of Somersworth. He polled 2,137 votes and there were 784 scattering.

There being no choice, the Legislature elected Sawyer by 178 to 146. Both Republican Congressmen, Dr. Jacob H. Gallinger and Martin A. Haynes, of Gilford, were easily elected.

Charles Henry Sawyer—Charles Henry Sawyer, manufacturer and forty-fourth Governor of New Hampshire, was born at Watertown, New York, March 30, 1840, eldest son of Jonathan and Martha (Perkins) Sawyer. When he was ten years of age the family removed to Dover, New Hampshire, where he was educated in the public schools and Franklin Academy. At the age of seventeen he entered the Sawyer Woolen Mills, of which his father and uncle, under the name of F. A. & J. Sawyer, were the proprietors, and at the age of 26 he was appointed superintendent of the mill. The concern was incorporated in 1872, and he acted as agent and manager until the death of F. A. Sawyer in 1881, when he became president of the company.

He served in both branches of the city council of Dover; was representative to the Legislature in 1860, 1870, 1876, 1877; a member of the staff of Governor Charles H. Bell in 1881, and in 1884 was delegate to the National Republican Convention in Chicago. In 1886 he was elected Governor of New Hampshire, and during his term of office he represented the State in many centennial celebrations. His most conspicuous act was his veto of the so-called Hazen bill, a measure designed to facilitate the leasing of certain railroads. This was promoted by one powerful railroad and opposed by another. It having been proved by testimony given before a legislative committee that attempts had been made by both the friends and opponents of the measure to buy the votes of members of the Legislature, the Governor vetoed the bill; acting in analogy to the principle which induces courts of justice to refuse to help either of the parties to an illegal transaction. His course, though much condemned in certain quarters, was that of a courageous, wise and patriotic man.

William E. Chandler—The State debt was reduced during Governor Currier's administration by $192,447, and the net debt June 1, 1887, was $2,831,000. The Legislature of 1887 met June 1. In the House of Representatives, Alvin Burleigh, Republican, had 165 votes for speaker, and

George W. Stone, of Andover, had 135. The Senate elected Frank D. Currier, of Canaan, president.

The vote in the house for United States Senator on June 9, was 165 for William E. Chandler, Republican; 136 for Harry Bingham, Democrat; four for General Gilman Marston, and two scattering, and on the following day Senator Chandler was elected in joint convention to succeed Person C. Cheney.

Senator Blair introduced an educational bill into Congress for the purpose of offsetting the state of illiteracy. The New Hampshire Legislature endorsed this bill.

Chandler's Remarkable Career—William E. Chandler was born in Concord December 28, 1835. He was educated at Pembroke Academy and Harvard Law School and graduated from the latter at the age of 19. Joseph H. Choate was one of his classmates. In 1862 he was elected to the Legislature and served throughout the Civil War, being reëlected twice. In 1864 he was speaker of the House of Representatives, being then only 27 years old. He was one of the earliest Republicans in New Hampshire. In 1865 President Lincoln appointed him solicitor and judge advocate-general of the navy and later in the same year he became assistant secretary of the treasury, holding that office until November 30, 1867.

When the Republican National Convention met in Chicago in 1868 he was one of the delegates. He was also a delegate to the national convention in 1880 and a member of the executive committee of the Republican National Committee. In 1881 President Garfield appointed him solicitor general, but the Senate refused to confirm him. The next year, in 1882, President Arthur appointed him Secretary of the Navy and in that capacity his efforts to reorganize the navy gave him the title "Father of the new navy." He sent out the expedition under Captain Winfield Scott Schley for the relief of Greeley's arctic exploration, which brought them back to Portsmouth.

In 1887 he was appointed United States Senator to succeed Austin F. Pike and at the expiration of that term, on March 4, 1889, he was succeeded by General Gilman Marston. On June 13 of the same year, however, he was elected Senator and served from December 22, 1889, to March 4, 1901. His defeat in 1901 by Henry E. Burnham was one of the most exciting political battles in New Hampshire.

At the end of his term in the Senate, President McKinley appointed him Spanish war claims commissioner, an office he held for the next six years. Then he retired and published the Concord "Monitor" at Concord. He was one of the commissioners who erected the statue of Franklin Pierce in the State House yard in 1913.

Attitude Against Railroad "Machine"—Senator Chandler was the first man to oppose the Boston and Maine machine, starting his demand for

reform in 1879. He was also one of the first to oppose trusts and monopolies, taking that stand as early as 1899. He belonged to the Lincoln Republican Club, which supported Winston Churchill for Governor in 1906 and Robert P. Bass in 1910. He was a voluminous writer and a keen politician. His part in the Hayes-Tilden controversy has already been cited in connection with the account of the presidential campaign of 1876. In 1907 he was chief counsel for George W. Glover and others in the Christian Science lawsuit and in 1911 he again appeared as counsel in the suit for the validity of the will of Mrs. Eddy. He was a staunch defender of the negro at all times. He married, first, Anne Gilmore, daughter of Governor Joseph A. Gilmore; and second, Lucy A. Hale, daughter of Senator John P. Hale. He had three sons by the first wife, Joseph G. Chandler; William D. Chandler, who became postmaster of Concord; and Lloyd H. Chandler, a rear admiral in the navy; and by his second wife a son, John P. Hale Chandler.

Railroad "Fight" of 1887—During the session of the Legislature in the summer and fall of 1887 the railroad question was very thoroughly discussed, the contest arising between the Concord Railroad and the Boston and Maine Railroad, for the possession of the roads in the central part of the State.

When railroads were first chartered the Democratic party, which then controlled the Legislature of the State, was exceedingly jealous of all corporations. It refused for a long time to recognize the public necessity there was for the incorporation of railroads, and it was only when they had declared that they should be public corporations and should be compelled to discharge their duties as public corporations, that the Legislature decided to charter one of them.

The Concord Railroad, one of the first chartered, it was feared might be a monopoly. It was also feared that there might be a temptation to abuse the power that had been conferred upon it by the State and to place more money in the pockets of the stockholders than was right; therefore two limits were placed upon its powers, for the purpose of protecting the public. One of them was a provision that at any time, after a certain period, the State should have the right to take the property of the railroad, paying to its stockholders the amount of money they had invested in building the road and an annual dividend of ten per cent on the amount they had so invested, provided it had not already been paid them out of the earnings of the corporation. The other restriction was, in case the corporation should, after a period of five years, earn more money and pay to its stockholders more money than ten per cent per annum, the Legislature should have the right to adjust their tariff so as probably for the next five years to bring their income down to the limit of ten per cent. These two provisions seem very important indications both of the inten-

tion of the Legislature and of the State in chartering the railroads, for the provision was incorporated in other railroad charters.

Veto of the Hazen Bill—The paternal system of the management of railroad corporations was in force in the State down to 1883, when the general railroad law was passed. At that time it was proposed to practically abandon the paternal system of the State exercising jurisdiction over railroads, as a father over the actions of his children; but leave them to the management of their own affairs in just such a way as seemed best to them, subject of course still to certain general regulations. And if any railroad should ask permission to destroy its own existence or transfer its powers to another corporation, the Legislature no longer thought it necessary for them to intervene. The law did not accomplish what was expected, for the court decided that the legislation was insufficient.

The Concord Railroad has accumulated a large surplus, not necessarily divisible nor due to the State. The management have done nothing with their surplus which was not legitimate, praiseworthy, and commendable, devoting it to the development of their ability the better to discharge their public duties to the State.

The so-called Hazen bill, said to have been in the interest or to the liking of the Boston and Maine Railroad, passed the Legislature, was vetoed by the Governor. The Atherton bill, which was supported by the friends of the Concord Railroad, was killed in the House of Representatives. The supporters of the two bills were not divided according to their political creeds. The members of both the House and the Senate had the advantage of much interested advice from attorneys and local political magnates, assembled at Concord from every section of the State. Feeling ran very high, charges and counter-charges were made, but after adjournment the disputed points were referred to the Supreme Court of the State.

The legislative session of 1887 lasted an unusual period because of this contest over railroad legislation. On October 18 Governor Sawyer vetoed the Hazen railroad bill which had been considered for nearly four months prior to its passage. His reason was not in criticism of the merits of the bill, but because he believed corrupt methods were used in securing its passage. The two railroad corporations which contested over the bill maintained paid lobbyists of unprecedented magnitude and the Governor said that "as a consequence the representatives had been persistently followed and interfered with in the free performance of their legislative duties." Stories were prevalent of bribery and corruption, but no evidence was produced that any member of the Legislature was unfaithful to his trust.

During the fight on the bill S. B. Page, of Haverhill, brought to the attention of the Legislature a telegram addressed to Representative Jackson of Stark, stating that his wife was just alive, which was sent to induce

Mr. Stark to go home and thereby lose his vote in the railroad bill. There was no truth in the statement that Mr. Jackson's wife was ill. Charges were made on the floor of the Legislature that members had been improperly approached and corruptly solicited and an investigation was made of these charges. The Governor's veto was referred to a special committee which included Ira Colby, Oliver E. Branch, George W. Stone, N. S. Huntington, and Samuel B. Page, and a minority of the committee recommended that the bill be passed over the Governor's veto because it was vital to the best interests of the State.

Election of Governor Goodell—In 1888 the Republican State Committee organized with Jacob H. Gallinger, of Concord, as chairman; Frank D. Currier, of Canaan, as secretary; and John Kimball, of Concord, as treasurer. These were the same officials that served in the three previous campaigns beginning with 1882.

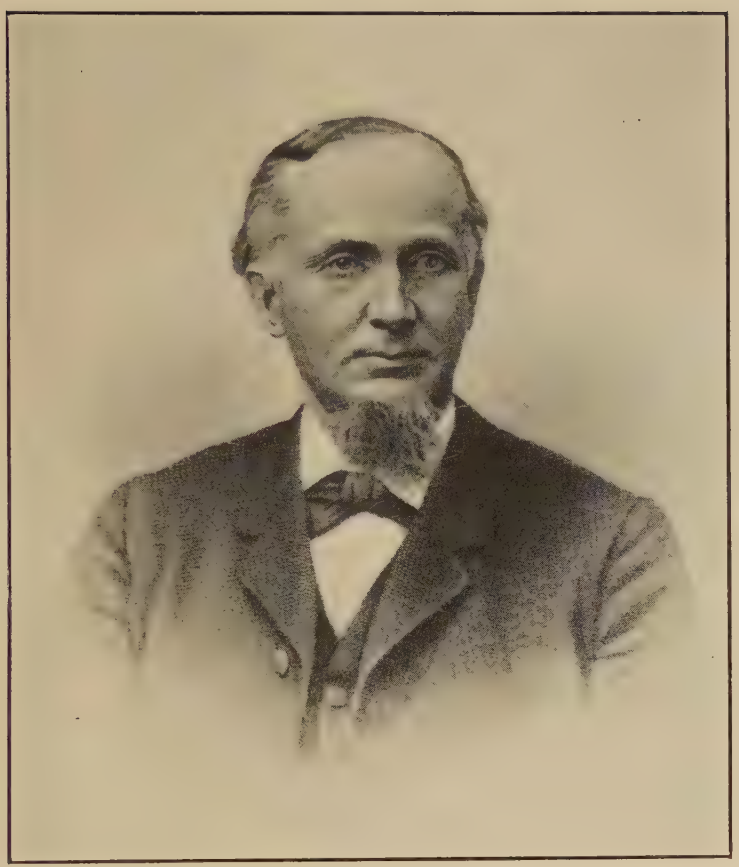
The Democratic committee organized with Charles F. Stone of Laconia as chairman, having held that position in the three previous campaigns, and John M. Hill, of Concord, as treasurer. The secretary was Frank M. Rollins, of Laconia, who succeeded Nathaniel E. Martin, of Concord.

In the State campaign of 1888, the Republican convention named David H. Goodell, of Antrim, for Governor, after a convention contest with Hiram A. Tuttle. The Democratic nominee was Charles H. Amsden, who polled 44,217 votes against 44,809 for the Republican candidate. There were 1,597 scattering votes and no candidate was elected by the people.

The election being thrown into the Legislature, the Legislature on June 5 elected Mr. Goodell by 168 to 114 votes.

David Harvey Goodell—David Harvey Goodell, forty-fifth Governor of New Hampshire, was born at Hillsborough, May 6, 1834. His parents removed to Antrim when he was seven years of age, and there he attended the common schools, also the Hancock Academy. He continued his studies at New Hampton and Francestown academies, and began his collegiate course at Brown, where he took a high stand in mathematics and Latin; but the decline of his health in his sophomore year obliged him to refrain from study, and he spent the next two years on his father's farm. He then taught for two terms at Hubbardston, Massachusetts, one at New London Literary and Scientific Institution, and one at Leominster, Massachusetts.

In 1856 he became treasurer and bookkeeper of the Antrim Shovel Company, and in 1858 general agent of the company; he served in this capacity for six years, the three latter years as agent of the Treadwell Company, of Boston, which had bought the business. They in turn sold to Oakes Ames, and Mr. Goodell, in partnership with one of the Treadwells, began the manufacture of an apple parer, which he had invented, and



D. H. Goodell

GOVERNOR 1889-1891

for which he obtained a patent in 1864. This venture formed the nucleus, after sundry reverses, of the eminently successful Goodell Manufacturing Company, which Mr. Goodell established in 1875 for the manufacture of table cutlery, seed-sowers, fruit and vegetable parers and other labor saving devices. Governor Goodell was actively interested in the science of agriculture; cultivated the large farm he inherited from his father by the latest and most improved methods; was an active member of the New Hampshire Board of Agriculture, and a trustee of the New England Agricultural Society. He was also well known throughout the State as an active temperance advocate.

In politics he was an ardent working Republican, and represented Antrim in the Legislature in 1876, 1877, 1878. Among the important bills passed during his term of service as Governor was the one for the erection of a new State prison. From April 22 until July 1, 1890, David A. Taggart was acting Governor.

Presidential Campaign of 1888—In 1888 the Democratic convention at St. Louis on June 5, renominated President Cleveland. The delegates at large from this State were Frank Jones, of Portsmouth; Alvah W. Sulloway, of Franklin; Daniel Connor, of Manchester; and Joseph C. Moore, of Gilsum. The district delegate from Manchester was George B. Chandler. Alvah W. Sulloway, of Franklin, was reëlected a member of the national committee.

The Republican convention at Chicago June 19 nominated Benjamin Harrison, a grandson of President William H. Harrison, for the presidency. The delegates at large from New Hampshire were P. C. Cheney, of Manchester; Jacob H. Gallinger, of Concord; Hiram A. Tuttle, of Pittsfield; and Alfred T. Batchelder, of Keene. Charles H. Greenleaf, of Franconia, was a district delegate. As a member of the national committee, Edward H. Rollins was succeeded by Person C. Cheney.

A Prohibition convention was held at Indianapolis May 30, with three delegates from New Hampshire, Martin V. B. Knox, of Manchester; Ebenezer Ferren, of Manchester; and Josiah M. Fletcher, of Nashua.

The vote of the State was:

Electoral Vote:	Total vote	N. H. vote
President—Benjamin Harrison, Republican	233	4
Grover Cleveland, Democrat	168	
Vice President—Levi P. Morton, Republican	233	4
Allen G. Thurmon, Democrat	168	

Popular Vote	Total vote	N. H. vote
Harrison and Morton, Rep.	5,444,053	45,728
Cleveland and Thurmon, Dem.	5,538,536	43,382
Fisk and Brooks, Prob.	248,997	1,566
Scattering	146,100	58

ELECTORS—George W. Nesmith, Charles D. McDuffee, Charles S. Whitehouse, Frank A. Cofran.

Legislature of 1889—The Legislature of 1889 convened June 6 and elected David A. Taggart, of Goffstown, president of the Senate; and Hiram D. Upton, of Manchester, speaker of the House of Representatives. The sergeant-at-arms of the Senate was Edward H. Wason, of Nashua, who afterward became Congressman, and the clerk was Ira A. Chase, of Bristol. Among the State Senators were Henry B. Quimby, of Gilford, who afterward became Governor, and Charles R. Corning, of Concord, who later became judge of probate. The clerk of the House of Representatives was George A. Dickey, of Manchester, and the assistant clerk was Stephen S. Jewett, of Laconia. Gilman Marston, of Exeter, was chairman of the judiciary committee.

Hiram D. Upton was elected speaker of the House of Representatives by 170 to 134 for Oliver E. Branch, of Manchester, Democratic candidate. Mr. Branch was the father of Oliver W. Branch, associate justice of the Supreme Court. David A. Taggart, of Goffstown, was elected president of the Senate and subsequently became acting Governor in succession to Governor Goodell.

The State debt was reduced $198,000 between 1887 and 1889.

Governor Goodell was a staunch Prohibitionist. He made a greater effort than any other Governor to enforce the prohibitory law. The prohibition of the sale of liquor was already on the statute books and Governor Goodell tried to have it enforced and also recommended that the manufacture as well as the sale be prohibited.

William E. Chandler, of Concord, was reëlected United States Senator on June 19, 1889. He had 165 votes in the House of Representatives and Harry Bingham, Democratic nominee, had 137, with three for Rev. Luther F. McKinney and one for Dr. Jacob H. Gallinger and one for Daniel C. Knowles. In joint convention this vote was subsequently confirmed.

Senator Chandler was opposed by Dr. Gallinger who had served the customary two terms in Congress and was urged to run again but he refused on account of the two-term precedent which was then firmly established. The fight in the Republican caucus between Chandler and Gallinger was one-sided, Dr. Gallinger making a poor showing. It was the only time he ever was defeated. Two years later he was elected Senator and served for more than 27 consecutive years.

Constitutional Referenda—On July 27, 1883, at the close of another seven year period, the Legislature provided for a referendum on the expediency of calling another convention and the vote of the people was 13,036 in favor, and 14,120 opposed and no convention was called. The next Legislature, on August 13, 1885, provided for another referendum and it resulted in 11,466 voting in favor and 10,213 against it.

DR. JACOB H. GALLINGER
Senator, 1891-1918

Seventh Constitutional Convention—On January 2, 1889, there assembled at the State House the Seventh Constitutional Convention. To this convention came an unusually able and strong delegation of men. In this membership of 321 there were 48 lawyers, and to the latter were given leadership and important committee assignments. Perhaps the most active and influential of all the members were three who were then, or had been, justices of the Supreme Court of the State, and in the membership were three future justices of the same high court. The former were Isaac W. Smith, Ellery A. Hibbard, and William S. Ladd, the latter Isaac N. Blodgett, Frank N. Parsons, and Robert M. Wallace.

Former Governor Charles H. Bell, of Exeter, was elected president of the convention in succession to the illustrious men who had occupied that exalted position. His life and character were not unworthy of the great distinction. He was qualified by services as speaker of the House of Representatives, president of the Senate, United States Senator and Governor of the State. He was of charming personality, well groomed, dignified, possibly a little reserved or aristocratic in his bearing. He came from a family of note, that had given to the United States Senate, Governorship of the State, and Supreme Court, each three members, and to the latter office a chief justice and a member in Congress.

Judge Isaac W. Smith, of Manchester, was a candidate for the presidency, receiving 141 votes to 162 for Mr. Bell. He had seen service in both branches of the General Court, as mayor of Manchester, and rendered 14 years of most acceptable service upon the bench. His grandson was Edward C. Smith, mayor of Manchester. He was rather spare and of nervous temperament, able, active and learned, and had he devoted himself as assiduously to politics as he did to the law, he might have carved for himself an enviable position in political affairs, as he did in the judiciary. He was given an important chairmanship and was active in the leadership of the convention.

Ellery A. Hibbard was a former justice of the Supreme Court, who among other valuable services rendered in a long life of usefulness, had served one term in Congress.

The third member of this trio of leaders was William S. Ladd, of Lancaster, who had served six years as justice of the Supreme Court and who had gained a reputation of possessing great mentality and much learning. There may have been those whose careers were more brilliant and spectacular but none who wielded a greater power or more far reaching influence than did Benjamin A. Kimball, of Concord; Frank Jones, of Portsmouth; John W. Sanborn, of Wakefield; and Alvah W. Sulloway, of Franklin. While others have exerted greater influence upon their party, who save Frank Jones, alone, was ever able to change the political complexion of a large section of the State? In the convention, however, they were not particularly active and did not seek to control affairs.

From Sullivan County came Ira Colby, of Claremont; Levi W. Barton and Dexter Richards of Newport. The two former were long leaders of the bar of their county and State, the latter a successful manufacturer.

James F. Briggs, of Manchester, who many times had won high honors in legislative halls of our State, as well as that of the Nation, was assigned to one of the most important of the five regular chairmanships.

Among others in the strong Manchester delegation were Judge David Cross, who later became the oldest living Dartmouth alumnus; Charles H. Bartlett, of impressive figure, who had but a short time before served a term as president of the Senate; Henry E. Burnham, refined and eloquent, who in 12 years from that date was to commence a 12 years' service in the United States Senate.

Concord's Statesmen—Concord also had an impressive delegation. Ward 4, that has given to the public service within a short time two United States Senators, a Governor and other high officials too numerous to mention, was fittingly represented by Joseph B. Walker, bearing a historical Concord name, who typified the life of a country gentleman. The scholarly Amos Hadley, and the active Luther P. Durgin were his colleagues, and the three were among the ready and frequent debaters.

Ward 5 was represented by Charles C. Danforth, the well known insurance agent, who impressively directed the political social functions at the State House and notwithstanding his proportion, with the grace of a dancing master; and by Edgar H. Woodman, several times mayor of the city, enjoying the confidence and respect of the people that has rarely been attained.

Among the members were a father and son, George W. M. Pitman, of Bartlett, a lawyer, highly respected, who served as the president of the Senate in 1870-71 and had been a member of the constitutional conventions of 1850 and that of 1876 and the only one to sit in these three conventions. The son, Lycurgus Pitman of Conway, also a State Senator, was of fine presence, able, affable and gracious.

From Exeter came John D. Lyman, a man of long experience and of great force of character. With Mr. Walker of Concord, he was an advocate of the agricultural interests and no cause ever had more intelligent and zealous champions.

Franklin's reputation was sustained in the convention by Isaac N. Blodgett, Alvah W. Sulloway, and Frank N. Parsons.

John Hatch, of Greenland; Calvin Page, of Portsmouth; and John B. Nash, of Conway, were able lawyers, and held many positions of responsibility, and for many years were militant figures in the council of the Democratic party. Augustus A. Woolson, a recent speaker of the house, possessed much grace and tact, and in the convention was frequently called upon to preside, while in the "Committee of the Whole." William C. Todd was a man of wide learning and experience.

There were many other delegates of enviable reputations: John L. Foster, of Lisbon; Aaron L. Mellows, of New Market; Charles A. Dole, W. P. Burton and A. W. Baker, of Lebanon; George B. French, Charles W. Hoitt and J. B. Fassett, of Nashua; Charles W. Hersey, of Keene; Greenleaf K. Bartlett, of Derry; Paul Lang, of Orford; Leonard H. Pillsbury, of Derry; William E. Waterhouse, of Barrington; Walter S. Davis and Joseph Barnard, of Hopkinton; John C. Smith, of Salisbury; William H. Manahan, of Hillsborough; A. P. Davis, of Warner; Woodbury L. Melcher, of Laconia; John J. Pillsbury, of Tilton; Jacob D. Young, of Madbury; John C. Bickford and George C. Gilmore, of Manchester, and E. R. Ruggles, of Hanover.

A word pertaining to some of the members still among the living whose participation in this convention was the beginning of brilliant and highly successful careers. Foremost in such a list would stand the name of Frank N. Parsons, for years a justice of the Supreme Court of which over twenty-two years were spent as chief justice. In the Supreme Court of the United States, 34 years appears to be the limit of service by any one, so in this State, 22 years service as chief justice would seem to be the limit beyond which none have passed, thus assigning to him the outstanding position of honor. Nearly 40 years later he was to sit in the Legislature as chairman of the judiciary committee in 1925 and 1927.

Samuel D. Felker, then in his thirtieth year, represented Rochester in the convention. At the next election, when barely eligible, he was elected to the Senate and later filled, with distinction, the office of Governor. He also rendered important service in the house and as justice of his local court.

Arthur W. Dudley, of Brentwood, was long an active force in the political and business affairs of his section of the State and beyond, with service of two terms in the house.

Edwin P. Thompson was then of Belmont, the Beau Brummel of the convention, and Frank M. Bickford was of Laconia.

Rosecrans W. Pillsbury, of Londonderry, the youngest member, took an active part in the proceedings of this convention as he did in the three following ones, the last two of which he served as chairman of the important committee "On Time and Mode of Submitting to the People the Amendments Agreed to by the Convention." Mr. Pillsbury's ability as a speaker and his knowledge of the working and procedure of the convention particularly fitted him for the exacting duties of that position. Services as chairman of this committee in the convention of 1902 was the last position of importance held by Senator William E. Chandler.

To serve as a member of four New Hampshire constitutional conventions is an honor that Mr. Pillsbury shared with James O. Lyford, who

served in the convention of 1876 and who played so important a part in the last three conventions.

John W. Morse, of Bradford, the oldest member of the convention and a member of that of 1876, called the delegates elect to order, George W. M. Pitman, of Bartlett, was unanimously elected temporary chairman.

A. W. Baker, of Lebanon, was elected temporary secretary.

James R. Jackson, of Littleton, was elected secretary. He was then in the full vigor of an exceptionally attractive personality.

General Court to Convene in January—The most important change made in the constitution at this convention was the one providing for the meeting of the General Court in January rather than July. With the changes made in the convention of 1876 pertaining to the date of election, and of biennial elections, it was imperative that this change be made if the State was to avoid friction in the United States senatorial relationship. This was undoubtedly the principal reason leading to the calling of the seventh convention. This proposed change introduced by Mr. Blake, of Fitzwilliam, was discussed at considerable length.

Salary of Members—The unusual length of the session of the Legislature of 1887, extending from the first of June until November, much of the time being consumed in a controversy between the two systems of railroads in the State, had so aroused the people that a determination prevailed to limit the length of the sessions by placing the members of the Legislature upon a salary instead of the three dollars per diem, that had been in force for a century. There was no particular opposition to the change. Judge Ladd, however, contended that the fixing of the salary was a matter of legislation rather than a part of the constitution. With the policy settled the only question was the amount of salary to be allowed. Mr. Cate, a young man of much promise from Henniker, proposed that the salary be fixed at $300 a session and supported it in a speech of length and earnestness. There were three other amounts proposed—$250, $200 and $150. These were all considered in the "Committee of the Whole," Mr. Bartlett, of Manchester, presiding. Judge Cross replied to Judge Ladd in a speech of much force and advocated the smallest sum considered. Among others speaking were Mr. French, of Nashua; Mr. Walker, of Concord; Mr. Pillsbury, of Londonderry; Mr. Smith, of Mt. Vernon; Mr. Barton, of Newport; Mr. Foster, of Lisbon; Mr. Colby, of Newport; Mr. Bell, of Exeter; Mr. Durgin, of Concord; and Mr. Hibbard, of Laconia.

The vote was taken first upon the largest amount, $300, introduced by Mr. Cate and rejected without a division; next upon $250 introduced by Mr. Durgin, of Concord, also rejected. The proposal of $200, introduced by Mr. Foster, of Lisbon, was accepted and the amount of $200

has become incorporated in the constitution as the salary of both members of the Senate and House, with $50 extra to each of the two presiding officers.

Prohibition in 1889—The stormy petrel of the convention of two generations ago was constitutional prohibition; it was the same fight in behalf of temperance that is now being waged upon the broader field of the United States. Then the contest was to engraft prohibition upon our State Constitution, now it is to defend the citadel of national prohibition against the most fierce and bitter assaults ever waged in our land. It will test the strength and perpetuity of our national constitution as it has not been tested in the last half century.

While our thoughts and anxiety may rest upon the great issue now being so strenuously fought in all the States of the Union, let us go back for a moment to the scenes of the initial struggle for constitutional prohibition in New Hampshire. This was the question that provoked the most protracted fight and impassionate oratory of the convention, and the only issue upon which a roll call was taken. Petitions numerously signed came to the convention asking that an amendment be passed prohibiting the manufacture and sale of intoxicating liquors.

The Woman's Christian Temperance Union, under the leadership of Mrs. Julia R. Carpenter, the wife of a former chief justice, urged in a public meeting before the convention the passage of this amendment. These petitions and addresses were referred to a special committee on "Prohibition Amendment," consisting of ten members, one from each county. Judge Cross was appointed chairman and among his associates were such strong men as Messrs. Todd, Thurston and Durgin.

A. P. Davis introduced an amendment to the constitution entitled "An amendment forever prohibiting the sale and manufacture of intoxicating liquors." After considering the petitions and the above resolutions, Mr. Cross in behalf of the special committee reported the following: "Resolved, that the sale or keeping for sale, or manufacture of alcoholic or intoxicating liquor, except cider, or any compound of which such liquor is a part, to be used as a beverage, is a misdemeanor, and is hereby prohibited." Then followed a discussion of much interest, perhaps a little acrimonious at times, but in the main upon a high plane, able, earnest and eloquent. It was a debate long to be remembered.

There were two roll calls, the first upon an amendment by Mr. Hatch to strike out the words "Except Cider"; which was defeated by a vote of 124 to 175. The resolution of prohibition prevailed by a vote of 169 to 131.

Lieutenant Governor—Mr. Lyman, of Exeter, offered a resolution creating the office of Lieutenant Governor, who should preside over the Senate and in the event of a vacancy in the governorship fill the position.

Judge Smith, from the Committee on Bill of Rights and Executive Department reported "inexpedient," but proposed an amendment that in the event of a vacancy in the office of Governor and president of the Senate, the speaker of the house should perform the duties of Governor. Notwithstanding the adverse report, Mr. Lyman urged the resolution, contending that the man selected for Lieutenant Governor would be better qualified for the position than one selected as speaker, with committee appointments in view. Although Mr. Lyman made a strong appeal it was of no avail.

Future Mode of Amending the Constitution—Next to the size of the House of Representatives there has been in all the conventions no more mooted question than that of the modes of amendment to the constitution. There has been a most persistent effort to dispense with the calling of a constitutional convention and giving the General Court authority to initiate the desired amendment to be ratified by the people.

In this convention there were three proposals. Mr. Thompson would retain the convention method but proposed that the membership consist of two from each senatorial district, making a convention of 48 members. This resolution was referred to the appropriate committee that subsequently reported "Inexpedient." Mr. Hadley's resolution provided that an amendment might be proposed in the General Court and if passed by both houses by a majority upon yea and nay vote, would lie over until the next session and if again passed by a yea and nay vote would then be submitted to a referendum of the people and if receiving two-thirds vote in approval would become a part of the constitution. A. P. Davis' was much the same, except that passage was required only at one Legislature, but required a two-thirds vote of each house and then submitted to the people with the same requirement of a two-thirds vote. Mr. Hadley's resolution would do away with calling a constitutional convention. Mr. Davis' would retain the convention system, making his proposal an additional method. These two resolutions were killed.

Classed Towns—A matter affecting only a few people or towns of the State, but of decided interest to the few, was the provision allowing towns having a less population than required for one representative to the General Court to send a representative such proportional part of the time as the number of inhabitants bears to 600, and striking out such parts of the constitution as provided for the classification of towns to elect a representative. This change was only accomplished after much discussion by Judge Smith; Judge Ladd; Judge Hibbard; Mr. Abbott, of Winchester; Mr. Hatch; Mr. Damon, of Campton; Mr. Harvey, of Surry; and Judge Cross.

Woman's Suffrage—A select committee of ten, with Mr. Hayes, of Milton, as chairman, was appointed to take into consideration the sub-

ject of the suffrage of women. In the Committee of the Whole Dr. H. B. Blackwell and Miss Blackwell, of Boston, and Prof. Carruth, of Kansas University, addressed the committee. They were given leave to withdraw.

Amendment of Article Six of the Bill of Rights—This article six, being one of the articles defining and treating of public worship, right of electing religious teachers and free toleration, is the perennial source of learned and rather acrimonious discussion between those of Puritanical ideas, existing at the time of the adoption of the constitution and the more liberal ones of today. In practical administration at this time, these declarations are of little moment but expressive of sentiment still dear to the people. The modification is usually advocated by the more serious students of affairs, who readily by their logic convince the members of the convention that they are right in cutting out the "dead wood" of the constitution. However, when the proposition comes before the people without such reason and logic being presented to them, the rejection is emphatic.

In this convention less time was consumed than is usual in conventions, only two propositions being presented; one by Mr. Felker, afterwards Governor, to strike out the word "Protestant" and the other by Mr. Ruggles, a professor at Dartmouth College, eliminating the words "Evangelical principles" as well as "Protestant" and substituting other phrases more comprehensive.

Amendments Proposed—The following questions were submitted to the voters of the State for their approval at the annual town meeting holden in March:

1. Changing the time for the meeting of the Legislature from June to January.
2. Fixing a salary for members of both houses of the Legislature at $200.
3. Filling vacancies in the Senate by new election.
4. Speaker to act as Governor in case of vacancies in the office of Governor and that of president of the Senate.
5. Prohibiting the manufacture or sale of alcoholic liquors as a beverage.
6. Amending article six of the Bill of Rights making the same non-sectarian.
7. Giving towns of less than 600 inhabitants pro rata representation in the Legislature.

Referendum resulted in the adoption of all but the fifth and sixth by a vote of approximately three to one; the sixth failed of a two-thirds vote and the fifth was rejected by an adverse majority.

The more important proposals rejected in the convention were pro-

viding for plurality rule in election and other modes of amending the constitution.

Close State Election of 1890—In 1890 the Republicans nominated Hiram A. Tuttle, of Pittsfield, for Governor. Mr. Tuttle had been voted for in the previous convention. The Democratic convention named Charles H. Amsden, of Concord, and the Prohibition party nominated Josiah M. Fletcher, of Nashua. The contest developed into a very close one. The Republican State Committee elected Frank C. Churchill, of Lebanon, chairman, to succeed Dr. Jacob H. Gallinger, of Concord, who had conducted all the campaigns since 1882. Stephen S. Jewett, of Laconia, was made secretary in place of Frank D. Currier, of Canaan, and Edgar H. Woodman, of Concord, became treasurer. The Democratic campaign was managed by John P. Bartlett, of Manchester, as chairman; James R. Jackson, of Littleton, secretary; and John M. Hill, of Concord, as treasurer.

At the election 86,240 votes were cast and 43,121 were necessary for a choice. Mr. Tuttle led with 42,479 and Mr. Amsden had 42,386. Mr. Fletcher polled 1,363 and there were 12 scattering votes. Nobody was elected, but the Republicans carried the State Legislature as usual, and when the Legislature met Mr. Tuttle was elected Governor.

His council consisted of James Farrington, of Rochester, Democrat; Henry B. Quimby, of Gilford, Republican, who afterward became Governor; George A. Ramsdell, of Nashua, Republican, another future Governor; John M. Whipple, of Claremont, Republican; and Edwin C. Lewis, of Laconia, Democrat.

In the First Congressional District the Rev. Luther F. McKinney, of Manchester, Democrat, was elected Congressman by 21,432 votes, against 20,294 for Acting Governor David A. Taggart, of Goffstown, the Republican candidate. The second district also went Democratic, electing Warren F. Daniell, of Franklin, with 21,438 votes over Orrin C. Moore, of Nashua, with 21,079.

Hiram Americus Tuttle—Hiram Americus Tuttle, forty-sixth Governor of New Hampshire, was born at Barnstead, October 16, 1837. His great-grandfather, John Tuttle, removed to Barnstead in 1776, from the Back River District, Dover, where a branch of the family had lived ever since the settlement at that place. When Hiram Tuttle was nine years of age the family removed to the adjoining town of Pittsfield, whose academy he attended. After having been engaged in several occupations, in all of which he showed industry and faithfulness, at the age of seventeen he became connected with the clothing establishment of Lincoln & Shaw, Concord, where he remained for several years. He won the confidence of his employers, who gave him the management of a branch store at Pittsfield, of which he soon became the proprietor, and which he conducted for 57 years.

William A. Tuttle

GOVERNOR 1891-1893

In 1873 and 1874 he was Representative to the State Legislature; in 1876 was appointed on the staff of Governor Cheney, with the rank of colonel, and in that capacity visited the centennial exhibition in Philadelphia. He was elected a member of the executive council from the Second District in 1878, and was reëlected in 1879 under the new constitution for a term of two years. He was a delegate to the Republican National Convention in Chicago in 1888, and was an original supporter of Harrison. In 1888 he was an unsuccessful candidate for the governorship; in 1890 was renominated and, though running ahead of his party ticket, failed of a popular election, and was placed in the executive chair by the vote of the Legislature.

He was a trustee of the Pittsfield Savings Bank, and of Pittsfield Academy; a director of the Pittsfield National Bank and of the Suncook Valley Railroad Company, and was one of the organizers of the Pittsfield Aqueduct Company. He died in Pittsfield February 10, 1911.

Governor Tuttle and His Council—One of the noteworthy cases demonstrating how the voters take the rows over appointments came in the administration of Governor Hiram A. Tuttle. Public opinion was supposed to be running high on the issue between the Boston & Maine Railroad and the Concord Railroad. Governor Tuttle favored the side of the Concord road and he nominated Thomas Cogswell, of Gilmanton, whose sympathies ran the same way, for railroad commissioner. A majority of the councilors were on the Boston & Maine side of the issue, and they held up Cogswell's appointment. The strife was bitter and prolonged and one of the predictions freely made was that the councilors holding up the Cogswell appointment had placed their political future entirely in the past. Yet two of those recalcitrant councilors who were told their political funeral had been held were George A. Ramsdell and Henry B. Quimby. Both later were elected Governor.

One of the stock arguments in favor of doing away with the council is that most of the other States have abolished their council. This is important only if it is shown those States are doing the State's business more efficiently than it is being done in New Hampshire as a result of the change, and that has not yet been shown to an extent that has caused the general public to chafe under our so-called archaic method of handling the business of the executive department.

As a matter of fact, in a sense, there is more opportunity for the councilors to do effective work now than there has ever been. This is in connection with the present method of directing the work of the State institutions. Under the existing law, one councilor is required to serve on one of the boards of trustees of the larger State institutions, the State hospital, the prison, the industrial school, and the State sanatorium. Thus the Governor and council are kept in close touch with these insti-

tutions and can deal with the questions that develop through impartial, first hand knowledge of conditions.

The State debt was reduced during Governor Tuttle's Administration by $108,000. In 1891 the State College was moved from Hanover to Durham. Five buildings were erected and a water supply installed.

In 1891 the State board of cattle commissioners was established for the purpose of eradicating bovine tuberculosis. In January, 1892, quarantine orders were established against Massachusetts, which was followed by a large decrease in the number of cases of tuberculosis.

Jacob H. Gallinger Elected Senator—In 1891 Senator Blair's second term was about to expire and he was a candidate for reëlection. Congressman Jacob H. Gallinger, of Concord, was also a candidate and after the Legislature had been in session about a week, former Governor Person C. Cheney became a candidate. The issue soon developed into one of "anything to beat Blair." Senator Blair had removed from Plymouth to Manchester and the entrance of Cheney, who was also a Manchester man, and the activity of political and railroad combinations split the Manchester vote and made it impossible to reëlect Senator Blair. The whole matter was the subject of bitter controversy both in business and in politics.

On the defeat of Senator Blair and the election of Gallinger, the retiring Senator was offered the position of judge of the United States court for the district of New Hampshire, but declined it, and Edgar Aldrich, who had been speaker of the House of Representatives, was appointed and served in that position for the rest of his life. The President named Senator Blair minister to China at $12,000 a year. He was given a remarkable demonstration in the Senate on the occasion of his confirmation, which was made immediately. China, however, declined to accept the appointment and Senator Blair returned to the practice of law. He and his friends always felt that there was something underhanded about the Chinese action.

Dr. Jacob H. Gallinger—Jacob Harold Gallinger was a fine example of what we often speak of as the "self-made man." Born on a farm in Cornwall, Ontario, Canada, March 28, 1837, receiving the advantages of a common school and an academic education, he started life as a printer. He served his time as an apprentice and became a member of the Union of Journeymen Printers. Later in life he took great pride in the fact that he was a member of organized labor, and the Typographical Union and Plate Printers' Union of Washington, D. C., counted him among their stanchest friends. One of the principal addresses at the great birthday banquet given in his honor by the Chamber of Commerce and the citizens of the District of Columbia in 1911 was delivered by the president of one of the local unions, who presented him with a large

RALPH D. HETZEL
President of the University of New Hampshire
Resigned in 1927

NEW HAMPSHIRE STATE LIBRARY

silver pitcher in token of the esteem in which he was held by the members of the profession in Washington.

He studied medicine in Cincinnati, Ohio, where he graduated at the head of his class.

Dr. Gallinger enjoyed a good practice as a physician in the best circles of Concord before he entered Congress, in the days when a physician was not a specialist, but an all-round general practitioner, family adviser, and friend. Townsmen referred to him to the last as "Doctor" Gallinger, feeling in some way that that appellation was less formal than that of "Senator."

He was always prominent in advancing the cause of city and State. In the old days there were perennial contests in the State Legislature and before the courts between the Concord Railroad and the Boston & Maine Railroad, which was then called a "foreigner." Dr. Gallinger worked for the interests of the Concord road against the foreign invader. He was elected to the State Legislature in 1871. He served for several years in both the House and the Senate, and during a part of the time was presiding officer of the Senate.

After the expiration of his service in the State Senate he was, in 1884, elected a member of the House of Representatives in Congress, and reëlected in 1886. In 1888 he declined reëlection. He entered the House as an experienced and well-equipped legislator and soon took an active part and became prominent in the proceedings of that body. He was a good debater and an active and energetic committee member and kept good track of the diversified field of legislation. Had he remained longer a member of the House, he would undoubtedly have soon taken a front rank and become one of the leaders of that body—a leadership that does not come through favor, but through real worth, ability, and fitness.

On March 4, 1891, he entered the Senate as an experienced and trained legislator, well versed in public affairs; and he continued as a member of this body until the day of his death, August 17, 1918, when he passed away peacefully near his home in the State he had so long faithfully served, in the eighty-second year of his age, after a service of more than 27 years in the Senate.

State Library Built, 1891—In 1891 the State Library was built. An appropriation of $175,000 was made and the construction was under the supervision of four commissioners appointed by the Governor and council. During the building of the structure there was labor trouble, which delayed the work.

New Hampshire was well represented at the Columbian Exposition in Chicago in 1892. A State building was erected which especially advertised the education, manufacturing and agriculture of New Hamp-

shire. New Hampshire Day was the occasion of a large delegation visiting the fair.

Presidential Election of 1892—In 1892 the Republicans met at Minneapolis and renominated President Harrison. The delegates at large from New Hampshire were Frank C. Churchill, of Lebanon; Benjamin A. Kimball, of Concord; Henry B. Quimby, of Laconia; and Charles T. Means, of Manchester. Person C. Cheney, of Manchester, was reëlected member of the national committee.

The Democratic convention met at Chicago June 21 and renominated Grover Cleveland. The delegates were Harry Bingham, of Littleton; Frank Jones, of Portsmouth; Alvah W. Sulloway, of Franklin; and George B. Chandler, of Manchester; all of whom had been delegates at the previous presidential convention, except Mr. Bingham. The district delegates were Dennis F. O'Connor, of Manchester; Henry R. Parker, of Dover; Irving W. Drew, of Lancaster; and Irving Flinn, of Nashua. Alvah W. Sulloway was reëlected member of the national committee. The State was also represented at the Prohibition convention in Cincinnati June 29.

The vote at the election was:

Electoral Vote:		Total vote	N. H. vote
President—Grover Cleveland, Democrat		277	
	Benjamin Harrison, Republican	145	4
	James B. Weaver, People's	22	
Vice President—Aldai E. Stevenson, Democrat		277	
	Whitelaw Reid, Republican	145	4
	James G. Field, People's	22	

Popular Vote:	Total vote	N. H. vote
Cleveland and Stevenson, Dem.	5,556,533	42,081
Harrison and Reid, Rep.	5,175,577	45,658
Weaver and Field, People's	1,122,045	292
Bidwell and Cranfill, Prob.	279,191	1,297
Scattering	21,191	

Electors—Augustus A. Woolson, George W. Abbott, Joseph A. Walker, Abraham P. Olzendam.

State Campaign of 1892—When the election of 1892 was coming on, both congressional districts in New Hampshire were Democratic and President Harrison encountered strong opposition in this State. It had been the Republican aim for two years previously to nominate John B. Smith for Governor and Governor Smith was nominated by acclamation. He was strong with the laboring people. For Congressman the Republicans nominated ex-Senator Blair in the First District to oppose Charles F. Stone; and Henry M. Baker, of Bow, in the Second District to oppose Hosea W. Parker. The Republican State Committee, in 1892, organized with Stephen S. Jewett, of Laconia, as chairman; Gen. William Tutherly, of Concord, as secretary, and William F. Thayer, of Concord, as treasurer. These same officials served in the following campaign of 1894.

GOVERNOR JOHN B. SMITH, 1893-95

The Democratic organization reëlected John P. Bartlett, of Manchester, as chairman; James R. Jackson, of Littleton, as secretary, and John M. Hill, of Concord, as treasurer. They were the same officials who managed the campaign in 1890, and Mr. Hill had been treasurer of the Democratic State Committee since 1876.

Republicans Sweep the State—The Democrats nominated Rev. Luther F. McKinney, a Universalist minister in Manchester who was in Congress, as their candidate for Governor. Mr. Smith received 43,676 votes and Rev. Mr. McKinney had 41,501. There were 1,803 votes for minor candidates.

The Republicans carried the State Legislature, redeemed both Congressional districts from the Democrats and gave the electoral votes to Harrison. But the Democrats carried the country and reinstated Grover Cleveland in the White House. In New Hampshire the Republicans carried every county excepting Carroll, Grafton and Coos, the two northernmost counties.

True L. Norris, the Democratic editor of the Portsmouth "Times" was elected to the Governor's council. Another councilor was Frank N. Parsons, of Franklin, who afterwards became chief justice of the Supreme Court. Another was Herbert B. Moulton, of Lisbon, a Democrat, who remained prominent in the party for the next 20 years, who is given credit for a large part in the election of Henry F. Hollis as Senator in 1913.

At the legislative session of 1893, the Senate elected John McLane president. Edward H. Wason, of Nashua, became assistant clerk under Charles J. Hamblett, of Nashua, as clerk. Robert N. Chamberlin, of Berlin, was chosen speaker of the House of Representatives, the first French Canadian to hold that position, as he was afterwards the first of his race on the Supreme Court. Stephen S. Jewett, of Laconia, was clerk of the House.

John Butler Smith—John Butler Smith, forty-seventh Governor of New Hampshire, was born at Saxton's River, Vermont, April 12, 1838. He was employed as a clerk at Henniker, Manchester and New Boston, New Hampshire, until 1863, when he returned to Manchester and bought a drug store. The following year he established a factory for the production of knit goods at Washington; in 1865 leased the Sawyer Woolen Mills at North Weare, and in 1866 built a small mill at Hillsborough bridge for the manufacture of knit goods. From time to time the plant was enlarged under the management of the Contoocook Mills Company. In 1880 Governor Smith removed to Hillsborough from Manchester, where he had resided since 1863, and where he had a considerable interest in real estate.

A Republican of stalwart type, he, in 1884, was an elector on the

Blaine ticket; in 1887-89 was a member of the executive council of the State, and in the early part of the campaign of 1890 was chairman of the Republican State Committee. In September, 1892, he was nominated by acclamation as a candidate for the Governorship, and after a vigorous campaign, conducted largely in person, he was elected, being the first Governor for six years not chosen by the Legislature. The Democratic candidate was Luther F. McKinney, at that time member of Congress. During his incumbency forestry and labor commissions were appointed and statues of Webster and Stark presented by the State were unveiled in the capitol in Washington.

Burning of Dover Insane Asylum—On February 9, 1893, the insane asylum of Strafford County was destroyed by fire and 41 inmates were burned to death. This asylum had been erected 20 years before and was built of wood. The floors and walls had shrunk so that persons could see each other between the partitions. The institution was situated four miles from Dover and six miles from Rochester. There were 44 inmates in the building, two of whom escaped by their own efforts and one woman was rescued from the second story. All the others were lost. The fire originated in a room occupied by Mary Lafontaine and was supposed to have been started by her smoking.

In March the Legislature investigated this disaster and placed the blame on the authorities of Strafford County who had been warned of the condition of the insane asylum for ten years and had done nothing about it. This disaster led to the State assuming entire control of the support and management of insane people. The county asylums were abolished and all the insane patients were transferred to the State hospital at Concord, where they have since been.

G. O. P. Victory of 1894—In 1894 the Republican convention nominated Mayor Charles A. Busiel, of Laconia, for Governor, and the Democrats named Henry O. Kent, of Lancaster. The Republican State Committee had the same officials as in the campaign of 1892: Stephen S. Jewett, of Laconia, chairman; William Tutherly, of Concord, secretary; and William F. Thayer, of Concord, treasurer. The Democrats were led by John T. Amey, of Lancaster, chairman; David M. White, of Peterborough, secretary; and Howard F. Hill, of Concord, treasurer.

The result of the election was a strong sweep for the Republican ticket. Busiel had 46,491 for Governor, Kent had 33,959 and Daniel C. Knowles, the Prohibition candidate, had 1,750. There were 856 scattering votes and the total poll of 83,056.

A big Republican Legislature was chosen. Among the members of the Governor's council elected was Thomas P. Cheney, of Ashland. Mr. Cheney was the grandfather of Thomas P. Cheney, who was chairman of the Republican State Committee in 1926 and 1927.

In 1894 Congressman Blair retired with the idea of being a candidate for Senator again and Cyrus A. Sulloway, of Manchester, who had formerly been the congressional candidate in the Greenback party, was elected on the Republican ticket to succeed him. Henry M. Baker, of Bow, was the other Congressman elected. Both were Republicans.

Charles Albert Busiel—Charles Albert Busiel, forty-eighth Governor of New Hampshire, was born at Meredith, November 24, 1842. He was educated at public schools, including Gilford Academy and at the age of 19 entered his father's mill. In 1869 he formed a partnership with his brother, John, and they carried on the manufacture of hosiery until the death of their father, when another brother, Frank E., joined them, and the firm name was changed to J. W. Busiel & Company. He was president of the Lake Shore Railroad, constructed chiefly in consequence of his persistent efforts, and an active director in the Concord and Montreal, the Meredith and Conway, the New Boston, Tilton and Franklin, and the Moosilauke, Profile and Franconia Notch, Whitefield and Jefferson roads.

He was president of the Laconia National Bank, of the city of Laconia, and City Savings Bank, also president of the Laconia Press Association, and published the Laconia "Independent Democrat." In 1878 and 1879 he represented Laconia in the State Legislature, and was called to serve on important committees, that of railroads, for instance. He was a delegate to the Democratic National Convention in Cincinnati, in 1880, and cast his vote for Democratic candidates for the presidency up to 1888, then, preferring the Republican platform on account of its advocacy of protection to home industries, supported Benjamin Harrison, and became identified with the Republican party.

In 1893 he was elected first mayor of Laconia, and in 1894 was reëlected. In 1894 he was elected Governor by a majority of 12,000, the Democratic candidate being Henry O. Kent.

More than 20 measures were vetoed by him, and nearly $1,000,000 saved. Among them was a bill appropriating $100,000 to be expended by a commission to prevent the spread of tuberculosis in cattle, and one freeing the toll bridges at the expense of the State. He strenuously opposed what he called the railroad influence in New Hampshire. Later he was brought into national prominence by charges made by him against the officers of the Republican State Committee. He died at Laconia, August 29, 1901.

Senator Chandler Reëlected—When the Legislature met in 1895 Senator Chandler was reëlected, although at one time it looked as if Mr. Blair would be returned to the Senate. The railroad corporations took a hand in this fight and Mr. Blair afterward attributed his defeat to their interference.

Presidential Campaign of 1896—The first political party to hold a convention in 1896 was the Prohibition party, which met at Pittsburgh, Pennsylvania, May 27, and nominated Joshua Levering, of Maryland, for President. The delegates from New Hampshire were Henry O. Jackson, of Littleton; John C. Berry, of Plymouth; Robert A. Frohock, of Alton; Henry E. Brown, of Laconia; Franklin L. Sprague, of Keene; Charles E. Doying, of Nashua; Charles E. Drury, of Bath; Isaac B. Vail, of Manchester; and Cyrus F. Burge, of Hollis.

Part of the Prohibition party bolted the convention at Pittsburgh and organized another Prohibition party known as the National party, which nominated Charles E. Bentley, of Nebraska, for President. The bolting delegates from New Hampshire were Charles E. Drury and Charles E. Doying, who became national committeemen of the National party, and a third delegate, Robert A. Frohock.

The Republican convention met at St. Louis June 16 and nominated William McKinley, of Ohio. The member of the Republican National Committee from this State was former Governor Person C. Cheney, of Manchester. The delegates at large were Stephen S. Jewett, of Laconia; General Frank S. Streeter, of Concord; Charles T. Means, of Manchester; and James A. Wood, of Acworth. Mr. Wood was the father of George A. Wood, of Portsmouth, who was speaker of the House of Representatives in 1925. The delegates from the First District were Charles B. Caffney, of Rochester, and William D. Sawyer, of Dover; and from the Second District, John A. Spalding, of Nashua, and John H. Brown, of Bristol. John Brown afterward removed to Concord, where he became postmaster and member of the Governor's council.

The Democratic convention met at Chicago July 7 and after a bitter contest nominated William Jennings Bryan for President. The delegates at large from New Hampshire were Frank Jones, of Portsmouth; Alvah W. Sulloway, of Franklin; Irving W. Drew, of Lancaster; and Charles A. Sinclair, of Portsmouth. The district delegates were Herbert J. Jones, of Alton, and Gordon Woodbury, of Bedford, representing the First District; and Jeremiah J. Doyle, of Nashua, and Amos N. Blandin, of Bath, representing the Second District. The member of the national committee was Alvah W. Sulloway, of Franklin.

The nomination of Mr. Bryan was so repugnant to a large faction of the Democratic party in New Hampshire that many of the leaders bolted the party and joined in another convention which was held at Indianapolis and which nominated John M. Palmer, of Illinois, for President. Frank Jones, delegate at large to the Chicago convention, bolted the ticket and went clear over to the Republican party, of which he became a leader. Irving W. Drew, another delegate at large, also quit the Democratic party for good and was subsequently honored by a Republican Governor, Henry W. Keyes, who went over with him into the Repub-

lican party, with a temporary appointment to the United States Senate. Alvah W. Sulloway was also disgusted with the Bryan nomination and on September 2, 1896, he resigned from the Democratic National Committee, of which he had been the New Hampshire member for a great many years, and joined the Republican party. His place was taken by True L. Norris, a newspaper publisher in Portsmouth who edited the Portsmouth "Times."

Gordon Woodbury did not leave the Democratic party, but bolted the Bryan nomination and became head of the Anti-Bryan party and a member of the national committee of the Gold Democrats. He headed a delegation from this State to the Gold Democratic convention at Indianapolis on September 2, which nominated Palmer and Buckner. The other delegates were George B. Chandler, of Manchester; Josiah Carpenter, of Manchester, and Francis M. Hoyt, of Manchester, who were delegates at large; and John Dowst, of Manchester, and Eugene F. McQuesten, of Nashua, representing the First District; and Clarence E. Carr, of Andover, and Albert S. Batchellor, of Littleton, representing the Second District.

The Democratic State organization, which stood by the Bryan nomination later elected John T. Amey, of Lancaster, as State Chairman; Daniel M. White, of Peterborough, as secretary; and E. S. Nutter, of Concord, as treasurer. The Gold Democrats elected Mr. Woodbury chairman, with Edward J. Burnham, of Manchester, who was editor of Mr. Woodbury's "Manchester Union," as secretary; and John M. Mitchell, of Concord, as treasurer. Mr. Mitchell later became a Superior Court judge. The Republican party organized with John A. Spalding, of Nashua, as chairman; James O. Lyford, of Concord, secretary; and William F. Thayer, of Concord, as treasurer. Mr. Thayer was head of the First National Bank in Concord and acted as treasurer of the Republican party for many years.

The Socialist-Labor party held a convention in New York City on the Fourth of July and nominated Charles A. Matchett, of New York, for president. The delegates from New Hampshire were Benjamin T. Whitehouse, of Dover; Fred G. R. Gordon, of Manchester; and John Mansfield, of Manchester. Mr. Gordon in later years joined the Republican party and became active in Haverhill, Massachusetts, as a campaigner and newspaper correspondent.

The Peoples party met at St. Louis and endorsed the nomination of Mr. Bryan. New Hampshire was represented at that convention by John J. Streeter, of Hinsdale; D. B. Currier, of Hanover; G. J. Greenleaf, of Portsmouth; and George D. Epps, of Francestown.

The Bryan campaign of 1896 was a disaster for the Democratic party from which it did not recover until the split in the Republican party in 1912. Thousands of Democrats bolted Bryan, many of them going clear

over to the Republicans, others half way. The result was that the Republicans piled up the biggest majorities in the history of their party and New Hampshire passed from the status of a doubtful State, in which it had operated politically since before the Civil War, to the status of a sure Republican State for the next 15 years.

The result of the presidential election was:

Electoral Vote:	Total vote	N. H. vote
President—William McKinley, Republican	271	4
William J. Bryan, Dem. and People's	176	
Vice President—Garret A. Hobart, Republican	271	4
Arthur Sewall, Democrat	176	

Popular Vote:	Total vote	N. H. vote
McKinley and Hobart, Rep.	7,107,304	57,444
Bryan and Sewall, Dem.	6,292,423	21,271
Palmer and Buckner, Gold Dem.	133,542	3,520
Scattering	178,253	

In addition to the scattering vote Bryan received 240,657 votes as a candidate of the People's Party, of which 379 were cast in New Hampshire.

ELECTORS—Frank P. Maynard, Stephen N. Bourne, Hiram A. Tuttle, Thomas H. VanDyke.

Republican Landslide—The Republican landslide in 1896, which was brought about by the split in the Democratic party, resulted in record breaking majorities for the Republican State and congressional ticket. George A. Ramsdell, of Nashua, was nominated for Governor and Congressmen Cyrus A. Sulloway, of Manchester, and Frank J. Clarke, of Peterborough, were renominated. The Democrats renamed Henry O. Kent for Governor and their congressional ticket included John B. Nash, of Conway, and Daniel M. White. The vote for Governor was as follows: George A. Ramsdell, R., 48,387; Henry O. Kent, D., 28,333; John C. Berry, Pro., 1,057; Gardner J. Greenleaf, Peoples, 286; George W. Barnard, National, 229; Henry H. Acton, Socialist, 483; scattering, 16.

For Congressman, Sulloway had 25,661 and Nash had 13,928; and in the Second District Clarke had 26,699 and White had 13,877. The Republicans elected a large majority in both branches of the Legislature.

George Allen Ramsdell—George Allen Ramsdell, forty-ninth Governor of New Hampshire, was born at Milford, March 11, 1834. His mother was the eldest daughter of Rev. Humphrey Moore, pastor of the First Congregational Church of Milford for about 40 years. On the maternal side, also, he was a lineal descendant of Lieutenant Francis Peabody, who came from England to this country in 1635, and from whom the distinguished George Peabody, the philanthropist, was also descended. George A. Ramsdell was brought up on a farm, attending the public and high schools of his native town. He completed his preparation for college in McCollom Institute at Mt. Vernon, and entered Amherst College in 1853, where he remained but one year, having deter-

mined to begin immediately the study of law instead of completing the college course.

After pursuing his legal studies with Bainbridge Wadleigh of Milford, and with Daniel Clark and Isaac W. Smith of Manchester, in the fall of 1857 he was admitted to the bar, and soon after commenced the practice of his profession in Peterboro. He was engaged in active practice there about six years, when he became clerk of the Supreme Court, to fill a vacancy caused by the resignation therefrom of E. S. Cutter. He then removed to Amherst, but in 1866 to Nashua, where he since resided. For ten years he was a member of the board of education, and for twenty years a trustee of the public library.

Besides being a director in different banks and prominent manufacturing companies of New Hampshire, he was a member of the Legislature during 1869-71; in 1876 a member of the constitutional convention; and during 1891-92 a member of the executive council. He was for five years president of the board of trustees of the State Industrial School at Manchester, and for many years trustee of the New Hampshire Orphans' Home at Franklin. In November, 1896, he was elected Governor of New Hampshire by a larger majority than ever before received by any candidate, and was inaugurated January 6, 1897. Governor Ramsdell died at Nashua November 16, 1900.

Frank O. Briggs—In 1897 Frank O. Briggs was elected United States Senator from New Jersey. He was a son of James F. Briggs, of Manchester, and was born in 1851 at Hillsborough and educated at Exeter Academy. He was State treasurer at the time of his election to the Senate and one of his predecessors as United States Senator from New Jersey was Rufus Blodgett, who was born in Wentworth, New Hampshire.

Jamestown Exposition, 1897—New Hampshire was represented at the Jamestown Exposition in 1897 with a State building which faced the exact point in Hampton Roads where occurred the great naval battle between the Monitor and Merrimack. The Commercial Club of Concord started the movement for New Hampshire's representation at this exposition and the Legislature appropriated $10,000 toward the expenses. The New Hampshire building was a reproduction of the Portsmouth residence of John Langdon, which was erected in 1784, the date of the establishment of the State government.

This house, erected on Pleasant Street in Portsmouth, is one of the finest mansions in America, second in its historical connection only to Mount Vernon. Washington, Lafayette, John Hancock and King Louis Philippe of France enjoyed its hospitality and the builder and original owner was not only the first president of the United States Senate, but for several terms one of the early Governors of this State. In 1811 he

was offered the position of Secretary of the Navy by President Thomas Jefferson, and in 1812 he declined the Democratic nomination for vice-President. He died in this house September 18, 1819.

An almost exact duplicate of the house was built by his brother, Judge Woodbury Langdon, first president of the New Hampshire State Senate, and it stood on the site now occupied by the Rockingham Hotel. The John Langdon house was occupied for many years by Woodbury Langdon, who died in 1924 and is said to have paid the largest inheritance tax ever paid into the New Hampshire State treasury. This Mr. Langdon was builder of part of the New York subway system.

Career of "Cy" Sulloway—In 1896 Congressman Sulloway was re-elected and criticized the McKinley administration savagely, thereby arousing great hostility in his district. In 1898 there was talk of electing a different Congressman and Henry E. Burnham, of Manchester, was urged to run but declined. At the Congressional Convention Mr. Blair renominated Congressman Sulloway and the nomination was seconded by Mr. Burnham and during the campaign President McKinley allowed an interview to be published, which lessened the opposition of Mr. Sulloway and he was reëlected.

He was born in Grafton, June 8, 1839, where his boyhood days were spent on his father's farm. In that town his early education was obtained in the public schools. Later, by his own industry and perseverance, with slight assistance from his parents, he was able to take a partial course of instruction at Kimball Union Academy.

In 1863 he was admitted to the bar of New Hampshire, and a few months later went to Manchester and began the practice of law, which he followed until March 4, 1895, when he took his seat as a Representative in Congress from the First Congressional District of his native State, which position by successive reëlections he held, with the exception of two years (March 4, 1913, to March 4, 1915), until his death, March 11, 1917.

He became chairman of the Committee on Invalid Pensions, and retained that position for 12 years, until the Republicans lost control of the House of Representatives in 1911. It is proper to say that no veteran of that war or a member of his family who had a just cause for relief ever found a deaf ear in him.

In a conspicuous place in the State House at Concord, is an oil painting, life-size, procured through the efforts of members of the New Hampshire State Veterans' Association, by them presented to the State.

His large stature, in weight 280 pounds, in height 6 feet and 7 inches, was indicative of his very nature.

Obsequies of Cyrus A. Sulloway were held March 14, 1917, in the Franklin Street Congregational Church, of Manchester. He was buried

in the family lot in Franklin. Thirty members of Congress accompanied the body by special train from Washington. The church was incapable of furnishing standing room to the large throng of people who came to pay their last tribute. Business was suspended in Manchester—his home city—during the services at the church.

The Legislature, being in session, recessed. The Governor, the Governor's council, members of the Senate and House of Representativs, and State officials attended.

His long period of service attested his strength and loyalty to the people of his district. He had a host of friends that never deserted him. He was faithful and energetic and attended carefully to the interests of his district. He was even more popular in his later days than when he started in office. He grew and developed as a legislator as his career blossomed with age. His six-foot-seven inches came to be more and more beloved and honored as time passed. He obtained a record in New Hampshire never before equaled. No man before his day had ever served more than three terms in the lower branch of Congress. Many times his nomination was by acclamation, without an opponent, until he became known as Cyrus "Acclamation" Sulloway.

He was renominated 11 consecutive times, covering a period of 22 years. All but once he was the victor at the polls in November. In 1912, when the Progressive movement was at its height, Mr. Sulloway was beaten by Eugene E. Reed, Democrat, by a few more than a thousand votes, but two years later Mr. Sulloway "came back" and defeated Mr. Reed by a substantial majority, and was reëlected to the Sixty-fourth Congress. He was again renominated for the Sixty-fifth Congress and was reëlected over the Democratic candidate, Gordon Woodbury, of Bedford. He served in Congress just a full 20 years, which in later days of his service was his hope and ambition.

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